The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No 488.—Vol. XIV.] LONDON: SATURDAY, DECEMBER 28, 1844. [Price 6d.

MINERALS FOR SALE.—BLACK-BAND IRONSTONE and COAL, suitable for SMELTING the IRONSTONE, in blast furnaces, existing on the ESTATE of COMRIE, in the parish of Culross, on the Forth, within twenty two miles of Edinburgh.

"From my investigations, I am satisfied that the Comrie Black band ironstone is equal to any I have seen in amount of produce, from any given colonial measurement; and that from the facilities it affords for working it, that it can be raised at cheap, if not cheaper, than any in Scotland."—*Report of Mining Engineer.*

The Tyne Iron Company's works are in operation (having a short lease) on part of the property.—All offers to be lodged with the proprietor, in London, by the 10th of January, 1845.

For the inspection of plans, deeds, and for further particulars, apply to Andrew Coubs, Esq., of Comrie, 5, Southampton-place, Fitzroy square, London. 1

SMELT MILL, &c.—FOR SALE, by PRIVATE CONTRACT, all that valuable SMELT MILL, with a WATER-WHEEL and BELLOWS, SMELT-HOUSE, SMITHS' SHOP, and FARM-HOUSE, with the out-builds appertaining thereunto belonging, and also 14 acres and 22 perches of LAND, held therewith, situate in the parish of Edmondbyers, in the county of Durham, and known as FREDON MILL.

The above premises are admirably situated for carrying on an extensive business in smelting and refining lead, in manufacturing shot, sheet lead, and red and white lead, or for any other large manufactory, being in an extensive mining district, and within three miles distance of the Stanhope and Tyne Railway, and eight miles of the Newcastle and Carlisle Railway.—The premises are held by a renewable lease for twenty-one years, under the Dean and Chapter of Durham.

For further particulars, apply to Messrs. Shield and Harwood, solicitors, 24, Queen street, Cheapside, London; Henry Ingledew, Esq., solicitor, Dean street, Mr. J. P. Dolphin, solicitor, 21, Collingwood-street, Newcastle-upon-Tyne. 2

TO BE SOLD, BY PRIVATE CONTRACT, ONE 63-inch CYLINDER STEAM-ENGINE, with IRON BEAM, &c., calculated for 10 ft. stroke in doors and 6 feet out, without boiler.—Apply to Captain Richards, Dog house, Redruth. 3

TO BE LET, ON LEASE, NINE THOUSAND ACRES OF COAL.—The Chesterfield Canal and proposed Sheffield and Lincoln Railway run through the estate.—Application may be made to Mr. John Woodhouse, Chesterfield viewer, Ormerod, Ashby-de-la-Zouch. 4

CARBONATE OF BARYTES, or WITHERITE.—A regular SUPPLY of this ARTICLE to the extent of between TWO HUNDRED and THREE HUNDRED TONS PER ANNUM, IS REQUIRED.—Address, stating lowest cash price, delivered in the streets of the Thames, to "A. G.," care of Mr. Beaver, bookseller, Greenwich, near London. 5

PROFITABLE INVESTMENT.—A FEW SHARES in a MINE, exhibiting RICH LODES OF ORE, and now ready for working, yet undisposed of, and may be SUBSCRIBED for on the original terms.—Particulars may be known by applying to Mr. Frederick S. Thomas, 16, St. George's-place, Hyde-park Corner. 6

CWMORTHIN SLATE COMPANY.

Capital £100,000, in 10,000 shares of £10 each.
Deposit £1. 10s. per share.

PROVISIONAL COMMITTEE.

Thos. Rawlinson, Esq. Manchester | W. S. Chorley, Esq. Tremadoc
J. C. Ridge, Esq. Hyde | Joseph Adshead, Esq. Manchester.

(With power to add to their numbers).

BANKERS—London and Westminster Bank.
SOLICITORS—Messrs. Sale, Hurst, and Co. Lothbury.
SECRETARY—Thomas A. Corbett, Esq. 7

This company is formed for working the Cwmorthin Quarry, situate thirteen miles from Portmadoc, twenty-four miles from Carnarvon, containing the same veins of slate as those of the most extensive slate quarries in Merionethshire, and capable of being worked out of the most extensive in that county.

The quarry has been fully proved, and worked to some extent—the nature of the metal has been sufficiently tested, and found to be of a superior quality; it therefore only remains to raise capital sufficient to execute the preparations commensurate to the outlay, the returns of which cannot fail to be highly remunerative.

The present trustees have, after a forty years' lease, and arrangements have been made whereby the best slate will be brought to sale on advantageous terms, on the acquisition of which the quarries might be worked without change of locality or any interference. In addition to the slate veins, this estate contains about ten acres of timber-wood. To additional to the slate veins, this estate contains about ten acres of timber-wood. To additional to the slate veins, this estate contains about ten acres of timber-wood. To additional

PROCEEDINGS OF PUBLIC COMPANIES.

GUILDFORD JUNCTION RAILWAY.

A special meeting of this company was held at the Hall of Commerce, Threadneedle-street, on Tuesday, the 24th inst., the object of which was to take into consideration the propriety of selling or leasing this line of railway, and on making an application to Parliament for that purpose.

The chair was taken by R. D. HADDOCK, Esq., M.P., who called on the SECRETARY to read the report, which was to the effect, that the contemplated atmospheric line from Croydon to Portsmouth, if carried out, would in effect the Guildford Junction line, as to leave it dependant upon the laws of Guildford alone. Under these circumstances, the directors of this company entered into a negotiation with the South-Western Company, in which they had agreed to compromise Pinnock's Patent Guide Wheel Company (to whom this company was pledged), to the extent of 20,000*l.*, for which sum Pinnock's Company were to abandon the experimental trial of their system; and to sell the Guildford Junction Railway for a sum of 75,000*l.*, after being completed with a single line of iron rails. After this shall be completed, a sufficient balance was expected to remain, to the proprietors, with good interest upon their outlay.—[The report will be found entire in the advertising columns of this *Journal*.]—The CHAIRMAN expressed a desire to satisfy any proprietor who wished for further information than was contained in the report.

Mr. HARROW moved that the report be received and adopted. He asked if the proprietors of this company ought and to have the option of taking shares in the extension line; and observed, that they had been taken by some to by this notice of being paid off, and that without any guarantee for the interest on their investment.—The CHAIRMAN, in reply to the hon. proprietor, said, in making this arrangement with the South Western Company, the directors were not bragging. If they had not made this arrangement, the proprietors would have been subjected to great losses; for, if the atmospheric line had been carried through Guildford without opposition, their line would have become almost valueless. Seeing this, the directors did the best they could for the interest of the shareholders. When they met the South Western directors, they demanded a sum of 75,000*l.* to the shares of the projected company between Chichester and Portsmouth, but it was not conferred, and a week's negotiation took place on the subject, when the directors still claimed their option of paying the 75,000*l.* in cash, or in the shares allotted to. He could say this, that if any proprietor wished to exchange his shares from the Guildford Junction Railway, he could have an equal number in the Woking, Guildford, and Chichester line.—Mr. HARROW expressed his satisfaction, and thought that, under the circumstances, the directors had acted in the best way possible for the interest of the proprietors.—A PROPRIETOR asked if a vessel could affect the value of this railway if the South Western Company should not get their extension line?—The CHAIRMAN said the Guildford Junction Railway had been absolutely sold to the South Western Company.—The motion was then seconded by Mr. J. LEE, and passed unanimously.

Mr. HARROW then moved that the directors be authorized to take all necessary steps to complete the contract for the sale of the Guildford Junction line to the South Western Company.—Mr. E. BEARCROFT seconded the motion, which was passed unanimously.

A PROPRIETOR asked if the sale must be effected by an Act of Parliament?

The CHAIRMAN replied in the affirmative.—Some conversation then took place respecting the exchange of shares, when the CHAIRMAN wished it to be understood that the exchange of shares had been conceded as a favour by the other company. If any proprietor would write to him within a week, expressing his desire to exchange his Guildford Junction shares for the extension shares, he would try to get them so exchanged.—A vote of thanks was then passed to the chairman and directors, for liberality with which they had managed the affairs of the company; when the meeting adjourned.

SOUTHAMPTON DOCK COMPANY.

A special general meeting of this company was held on Monday, the 23d inst., at the offices in Bishopsgate-street-within, to receive and consider the engineer's plans and estimates for the construction of a graving dock, and to receive the draft of the amended bill to be brought into Parliament in the ensuing session. The chair was taken by Colonel HARROW—when Mr. RAINSFORD (the secretary) read the advertisement calling the meeting.

The CHAIRMAN said, they had assembled to consider of the expediency of constructing a stone graving dock at Southampton, on the company's land, and also the draft of an amended Act, proposed to be obtained in the ensuing session of Parliament, which Act would define the powers of the company, as to levying rates and tolls for the use of their dock, and for other purposes, the detail of which would be read to the meeting. Before they proceeded to the special business of the day, he would just mention that they were in a most improved position, and that the business of the dock had greatly increased. In December last, the gross amount of the dues receipts was 1201. 14s. 8d.; in February, 1288, they were 1402. 11s. 6d.; in May, 1607. 18s. 6d.; in August, 2751. 6s. 8d.; in October, 2137. 13s. 7d.; in November, 1226. 15s.; and in December they would be at least 600*l.* (Hear.) This was only the gross earnings, and did not include the cost from the wreckhouse, which altogether would up on record now as upwards of 1000*l.* If they had an income beyond this, it would cover all the expenses of the establishment, the working of the docks, and pay the interest of the debts of the company. (Hear.) That the directors felt themselves justified in contracting a continued increase, such as would leave a considerable surplus over the current expenses; but he (the chairman) would not be justified in the expense of engineering works, which would go to the capital account, but only the interest payable on such capital. They were in a satisfactory current position now in points there, in thinking that the loan required might be obtained for a per cent.; and, in proof of their utmost confidence, he might mention, that the shares, which were held 10*l.*, were now eagerly sought after at 20*l.* Without going any further into particulars, he would request the secretary to read the report of the directors, which, with the reports of the engineers, he hoped would justify the directors in bringing the subject before the meeting, and in the course they proposed for carrying out their object. He would not detain gentlemen longer, but they had received a most valuable addition to the board in Mr. Banning, an esteemed gentleman of London, and Colonel Henderson, of Southampton. (Hear.)

Mr. RAINSFORD read the following reports to the meeting:—

ENGINEERS' REPORT.

In accordance with your instructions of the 11th inst., to point out the best and most eligible site for a graving dock, we beg to report to you, that we have examined the dock premises generally, and have had borings taken at two different points, to ascertain the nature of the ground for the requisite foundations.

The result of this investigation is, that we consider the graving dock should lead out of the inner basin, and that the best position for the entrance would be at the centre of the bridge of-late south wall. In the first place, the borings at this point show a favourable foundation; and secondly, we conceive, that by making the entrance to the graving dock through the centre of the bridge, we shall be enabled to prevent any risk of further movement to this wall.

We have estimated, that a stone graving dock, of 250 feet bottom length, and of forty-four feet width of gates, may be constructed for a sum not exceeding 62,500*l.*; and that a bridge of the best width, across the entrance, and calculated to carry 4 tons, will cost in addition 1200*l.*

We have also to report to you, that our plans and specifications will be ready for inspection on the 1st January; and we consider that the work may be completed in a workmanlike manner from the date of the contract.

The CHAIRMAN moved, that the reports now read be received.

Mr. HEATHFIELD seconded the motion.

A PROPRIETOR asked, whether the spot selected for the graving dock was not really to cover a great defect in the wall, whilst there were other spots more suitable for the purpose?—The CHAIRMAN said, other sites had been pointed out, he believed, by the engineer to the Harbour Commissioners, but not the site that was now proposed for adoption. The position they thought most eligible, and had no reference whatever to the wall; it was approved by Captain Ellis and other competent persons, and was to be made in every way suitable for the accommodation of large class steamers and merchant vessels.

Mr. M'LAREN observed, that the entrance of the tidal basin was stated at eighteen feet water. How were they to get over that difficulty with great steamers?—Mr. LOUGHER (a director): The lowest water is eighteen feet. There is no graving dock in London where first class ships are taken in but at high water of spring tides; but here we have the advantage of taking in the largest ships at neap tides. Steamers only draw about fifteen feet water.

Mr. RICHARDS asked, if before they selected this site, they had not several other places submitted?—The CHAIRMAN said, they had consulted together with Mr. Grandfield and Mr. Giles, and afterwards had made up their minds that the site proposed was the best.

Mr. RICHARDS thought there would be much more room wanted than they had in the site selected, if they had more business, which he hoped would be the case. (Hear.) Besides, they ought to have consulted more authorities.

The SECRETARY: We had also the opinion in its favour from Mr. Pitcher. (Hear.)—Mr. RICHARDS feared the dock would be so placed as to interfere with their regular business.

Mr. M'LAREN thought, if one plan would cost 100,000*l.*, and the present only 80,000*l.*, there would be no difficulty in deciding in its favour.

The CHAIRMAN then said, how much of the 110,000*l.* was already raised?

The CHAIRMAN: Now. Under the original Act, the sum borrowed is 80,000*l.* on mortgage, and 25,000*l.* on loan notes. We have power to renew, but we shall be glad to pay off the 80,000*l.*, if we borrow the 50,000*l.* under 5 per cent.—Mr. PINNOCK: And we are getting an increased revenue, to pay the interest.

Mr. RICHARDS wished to know, whether there was any gentleman present who was entitled at meeting his ships to free berthage?

Mr. LOUGHER said, the accounts were not yet made up respecting his two vessels, but he anticipated that it would have answered his purpose; and as the *Emerald*, he could not send her to Southampton for repairs, through the case of a graving dock, as was obliged to bring her up to London.

The various resolutions were then passed unanimously—when a vote of thanks to the chairman and directors of the company was proposed by Mr. TRAIN, and seconded by Mr. RICHARDS, and passed with applause—when the meeting adjourned.

BAHIA STEAM NAVIGATION COMPANY.

The half-yearly meeting of the shareholders of this steam company was held on Monday, the 23d inst., at the George and Vulture Tavern, Cornhill, Mr. BOTTOMLEY in the chair.—The minutes of the previous meeting having been read and confirmed, the SECRETARY to the company read the report of the directors, which, after adverting to the Chancery suit against them by their late directors, and to other law proceedings in which the company have become involved, and which will be found again more particularly alluded to in the resolutions of this summary of the report, went on to state that the company's steamer *Rubis* had continued to occupy the station to the days of the last advices from Brazil, and that the Bahia ships for the year ending 31st September last, exhibited a profit of about 1800*l.* on the earnings of this boat. The steamer *Catherine Parmentier* had been repaired, by the last advices, to be on her repassenging trip between Bahia and Rio. With respect to the third steamer, the *Cormoran*, the directors begged to remind the shareholders, that, on the cessation of this boat being sent out, it had become necessary to have two boats afloat, to prevent the interference of the charter which gave the company the long 6m years' exclusive right, and to secure the communication, to the Government and Provincial Authority at Bahia, of the number of hands required under the terms of such charter. In forming reports to the shareholders last November it was the opinion that the most profitable basis would be to continue to employ three boats on the station. The directors believed that proper boats could be built at the cost of about 6000*l.* each. The means of the first value of the commencement of the present boat had been so limited, in comparison with the heavy responsibilities that they had been exposed to in behalf of the shareholders, to admit of no hesitation to attempt. It was under such a position of circumstances that they had purchased the small steamer the *Cormoran*, and placed her on the station as a mail of trade. The boat answered in sufficient size for the requirements of the charter, and took the place of the steamer *Catherine Parmentier*, which had been laid up for repairs. The boiler of the *Cormoran* had been moderately strained during the whole trip, and it had become necessary that the repairs should place for an light duty until the steamer *Catherine Parmentier* came about. This had now taken place, and the *Cormoran* would be speedily examined. The directors would state the property of the company continued pre-eminently in repair, notwithstanding the vexatious proceedings of 1839 to which they had been exposed. The directors begged to remind the shareholders, that they had informed to the views of the company, and to the wishes of shareholders, since the gale period, that directors in the case which a Chancery had been obtained in favour of the company, and that in the appeal before the Lord Chancellor, in the suit before the Vice-Chancellor of England, in another suit before Vice-Chancellor Sir J. L. Knight Bruce, and in a third before Vice-Chancellor Sir James Wigram, they had been successful in maintaining the rights of the shareholders. It might also be as borne in mind, that the present board of directors had entered into negotiations for the sale of the steamers, and that the offers made for the purchase of the vessels had been considered by the board, but that the price offered was not sufficient to induce them to part with the property, as they considered the steamers were worth more than the sum offered. The directors had also

THE DUNEDIN BANK.

Some time ago, in reviewing the prospectus of the Dunedin Bank, we hinted our opinion that it contained within itself the elements of success, and ventured to predict that it would eventually occupy a proud position among the banking institutions of Scotland. It is gratifying to find that we have not erred in judgment. The principles propounded in that prospectus have now become public and popular—a full share list has been closed, and a host of applications for shares are still pouring in. A public meeting of the shareholders has been held, an excellent committee of management has been appointed, the bank has advertised for premises, and has already, we understand, been offered the first in Edinburgh, in which to begin business, and now bids fair to the very letter to realise our prediction, and also to prove that the Editor of the *Times*, the Editor of the *Banker's Magazine*, and others, were not wrong when they pointed out the Dunedin Bank as one of the most likely safe, and profitable investments which had appeared for long.

ON THE ATMOSPHERIC SYSTEM OF PROPULSION OF M. HALLETTE.

On the first appearance of the atmospheric mode of propulsion, the railway system seemed at once to become doubtful, and threatened with a subversion to its very basis. The most extravagant hopes were indulged in on the commencement of a system which seemed to provide against all dangers, to prevent all inconveniences, and to resolve all the difficulties which our railways presented; it ensured to travellers complete safety, in addition to considerable speed—it gave to companies the means of cheap construction—it rendered to contractors much facility in the construction of the works necessary. But a serious, impartial, and complete analysis of the system, based on the first principles of mechanics, supported by the data of experience, and strengthened by the observations of some of our most distinguished engineers, soon destroyed this premature enthusiasm, too common to every new invention, and reduced to their real value the promises and expectations of the atmospheric system; so that every one who has read the valuable letters of M. Petiet—written at a time when, as it were, all minds seemed to be led away—who, after having studied the detailed report of Mr. Stephenson, and having followed M. Barrault in his judicious investigations, must see how greatly the new mode of propulsion has been exaggerated.

As to safety, well grounded objections have been started against the first assertions. The entrance valves, and the passing on levels, in proportion to the complication of their nature, may become a fruitful source of accidents; the change of levels may have a great effect on the speed of the trains—perhaps greater than under present circumstances; whilst the propelling tube must have frequent solutions of continuity; the piston will have to pass from one tube to the other, and the least derangement of either would infallibly expose the train to some grave accidents; the descent of steep inclines would give rise to many casualties which are not contemplated on railways; the breaking of an axle, whatever is said to the contrary, might have the same consequences as on our railways—the waggon might get off the rails and overturn, carrying with it those that follow; collisions at the junctions would be very possible, and, if this inconvenience should be avoided by a double line, the expense would be so enormous that it is not even proposed by the inventors. There is only the chance of fire which is completely done away with by the atmospheric system; but would not this convenience be a poor return for the daily casualties that might be expected?

As to speed, the experiments from Dalkey to Kingstown have proved, that it cannot much exceed the ordinary speed of the locomotives on our railways.

By comparing the merits of the two systems, there is no doubt of the atmospheric being inferior; the medium expense of construction at per mile would be much greater than the railway, on account of the great number of machines which must be established; the maintenance of the way would be greater, on account of the flatly, and the continual wear and tear of the piston and *clapets* or valves.

There are some of the fundamental defects which would hinder the atmospheric system being applied to a long line, except peculiarly unfavourable to the employment of railway locomotives. We would, however, not deny its value in the selection of a line of railway, and its capabilities of overcoming steep inclines, which will, no doubt, destine it to an important use on certain lines of railway, and may to the means of obviating expensive works. Where ropes are used for inclined planes its use will be apparent, as in the case from Exeter to Plymouth, where there are six, and here it seems quite likely to answer the application of Mr. Brunel. In a word, there is a certain fulness reserved for the existence of these two modes of locomotion; and, thanks to their respective qualities, more than one locality, now deprived of the means of rapid locomotion, may expect its portion of the benefits arising from these civilising agents. The atmospheric system is likely, also, to extend beyond its application to railways; and some inventive minds see its utility for towing on rivers, raising ore from mines, and other purposes. We wish not to prejudge any attempts that may be made; but it seems to us, that a system, in which the principal cause of the loss of power is the entrance of the air, the greater in proportion as the motion is the less rapid, is not yet in that perfect condition to operate for the above grand purposes.

Two systems, known by the names of their inventors (Messrs. Samuda, and M. Hallette), are now disputing the suffrages of men of genius. The length of the railway of M. Hallette is 108 metres, and is recruited at his establishment. In the middle of the first portion of the way, above the mill, is placed the propelling tube, in which the vacuum can be made over a length of 13 met. 50 c.; its internal diameter is 0 m. 385, and the surface of the piston 0 m. 1162. Parallel to this tube, outside the rail, is the aspiratory tube, which is 13 m. 60 in length, and 0 m. 31 in diameter; it communicates directly with a single action aspiratory pump, the dimensions of which are the following:—diameter, 0 m. 69; section, 0 m. 3740; course of the piston, 1 m. 40; volume, 0 m. 350; speed, 1 m. 20 to 1 m. 40 per second.

The system of Mr. Samuda is objected to, and with reason, on account of the inordinancy of the hermeticity; and it has been proved, that the greatest speed was only about half the theoretic—an enormous difference, due greatly to the entrance of currents of air, which are generated in the process.

The hermeticity of M. Hallette's system is so complete as to enable him to use the atmospheric pressure to a great advantage—whilst the entrance of currents of air by the valves of Mr. Samuda reduce it, as proved by Mr. Stephenson, to 47, and even 33 per cent. of the power spent.

In the system of M. Hallette, the entrance clapets or valves are opened by two pistons, fixed on each side of the head waggon; they rest on levers, which draw, by means of intermediate pieces, the bolts, which hold the clapet in a vertical position, and this, becoming free, retires into a box, and so gives a free circulation to the piston. When the train is passed, a cross raises again the clapet, and the tube can be set to work again. The machinery is so disposed as to act in an identical manner, regardless of the nature of the motion: the valve has a double effect, and there is never any fear that a train, on whichever side it comes, can find it displaced. The clapet is of a peculiar construction, so as to augment the surfaces of contact; and in order the more perfect contact, Mr. Hallette employs, as an adhesive, two plates of wrought iron, curved into an arc of a circle. It has the merit, that that of Mr. Samuda, of opening with the motion of the piston, and, beyond that, the double advantage of shutting down on both sides, and of producing a more complete hermeticity. It is well to remark, besides, that the clapet has no want to be touched by the piston to get a horizontal position; as soon as the bolts are loosed it yields to the pressure of the impinged air before the piston, which has about 20 metres to traverse from the moment the levers have been touched by the plates of the first waggon. The orange valves are for regulating the communication of the aspiratory and propelling tubes, so that the pneumatic engine does not keep up an useless exhaustion; they are a kind of dome, which the piston shuts in its passage.

If we regard the piston of M. Hallette, we find it supplies several desiderata in the arrangement of Mr. Samuda. It carries towards the middle a system of clapets destined to admit the atmospheric air, which, passing across the hollow cylinder of which the piston is composed, forms an extremely powerful check in case of any sudden stoppage, which is a resource not found in the English system. Another advantage is, not having any rod, which would oppose the refrigerate motion, and so being able to work both ways; the hollow which furnishes the two extremities are so disposed. The length of rest is only 2 m. 50, in place of about 6 m.—an arrangement which will singularly facilitate its passage in the curves.

Finally, the invention of M. Hallette appears to us to have realised a real progress in the construction of the atmospheric system. Those remains, no doubt, some parts to improve; but, being founded on excellent principles, it cannot fail to be crowned with complete success. Therefore, we hope a brief but a grand career may be made of this invention, which can show fairly to advantages and disadvantages, and will enable us to appreciate the motives of which it is susceptible.—*Journal des Travaux de Par.*

Brazilian Coffee Portuguese.—The beautiful little vessel, Swift, which runs between Bristol and Newport has been recently fitted with Mr. Samuel's propellers; much interest has been attached to the vessel, from the additional trust it has afforded of the value of the South, which (as we have before observed) under fully one and a half knots an hour extra speed, without alteration in or reduced as to regular sailing, even on the paddle boat, quite practicable.—A correspondent, noticing the subject, says, that "the propellers have been known to compensate the deficiencies on a wreck, and only on the wind, but, as the words of Mr. Chronicle, an eminent engineer, who has made several trips to the South, that "no more has been accomplished than the most sanguine could have anticipated."

RECENT AMERICAN PATENTS.

[From the *Journal of the Franklin Institute.*]

Breaking Coal: J. Bates, Philadelphia.—We make the following extract from the specification of this patent—viz., improvement in the manner of combining and arranging the toothed rollers used in the machine for breaking coal, which rollers, as combined and arranged by me, are described, as follows, in the specification attached to letters patent for a machine for the effecting simultaneously the breaking and screening of coal, granted to me under date of the 6th day of October, 1843. The breaking part of my machine consists of two rollers of cast-iron, the peripheries of which are provided with teeth, so placed as that in the revolution of the rollers the teeth of each of them shall stand opposite to the spaces formed by two contiguous teeth on the opposite roller. These rollers are geared together, in order to cause them to preserve the same relative positions. In the above-named letters patent, this manner of arranging and combining the toothed rollers was not made the subject of a claim, the said patent having been obtained for the combining of a roller breaking machine with a screen, for separating the coal into different sizes required; but as the breaking rollers, so formed, arranged, and combined, are applicable to the ordinary cylinder breaking machine, when not used in combination with a screen—and, as I have found, by continued experiment, that such rollers constitute a real improvement in any breaking machine, I have determined to secure to myself the benefit of such improvement in a distinct and separate patent there for. Rollers for the breaking of stone, of ores, of coal, of corn, and of other substances, have been frequently constructed, and are well known; some of these have been fluted, and others have been furnished with projecting teeth in their surfaces, but they have never, as I verily believe, been made to operate in the manner in which my improved rollers operate. Claim: "What I claim as new, and desire to secure by letters patent, is, the so forming and gearing of such rollers as that the teeth of one of them shall always be opposite to a space between the teeth in the other, wherever they are operating upon the article to be broken, the same being effected substantially in the manner set forth."

Conical Balance Valves for Steam-Engines: Thomas McDonough, Middletown.—The following is the description of this improvement, given in the specification—viz.: The nature of my invention consists in constructing the conical valve with the well known balance piston, by means of a hollow stem, so that the steam can pass through the hollow stem to act below the balance piston, and thus always have an equal pressure on the upper side of the valve and lower side of the piston, and on the lower side of the valve and upper side of the piston; the valve to be placed, as usual, in a chest, and the piston in a cylinder, either above or below the conical valve. Claim: "What I claim as my invention, and desire to secure by letters patent, as an improvement on the well known conical balance valve, is, connecting the valve with the balance piston, by means of a hollow stem, as described."

Coupling Bars, for Coupling Railroad Cars, Locomotives, &c.: Wm. D. Chesnut, Wilmington.—The patentee says, "My coupling bar has a jaw at each end, which is kept closed by a spring, so as to embrace the coupling bolt, and said jaws are so arranged as that they may play freely to the distance required by the curvature of the road, but that they shall open and free the coupling bar from the bolt, should one of the connected vehicles run off the track, or be from any cause made to deviate a greater distance from a right line than is due to the curvature of the road; whenever such a deviation takes place, a pin, or some analogous device, is brought up against a check-piece under the platform of the car, or, where a platform is not used, by a check-piece otherwise situated, near the coupling bolt, and, the jaws being thereby opened, the coupling bar will be liberated." The pin, which is above described as striking against the check piece, to liberate the coupling, is attached to the bar, and independent of the spring, so as to separate the bar from the spring, and thus open the coupling; or it may be attached to a lever jointed to the bar, so that when brought against the check-piece the lever may turn and force open the spring jaw. Claim: "What I claim as new and my invention is, the so arranging of the bar, the spring, the pin, and the check piece, as that the jaw shall be opened when one of the cars deviates from the track—the respective parts being connected with each other, and operating substantially in the manner set forth."

Rotary Inclined Propeller: B. F. Loper, Philadelphia.—This propeller has four wings, or paddles, forming a cross, and their planes are at or near an angle of forty five degrees, and, instead of having them project from a cylindrical hub, as heretofore, they are all connected together, or made in the solid, and then put on to a shaft, and the propelling surfaces extend entirely down, forming an angle at the junction of the several paddles, by which means the inventor claims that he can obtain a greater amount of propelling surface, within a given diameter, than can be obtained by having the paddles attached to and projecting from a cylindrical hub. Claim: "What I claim as my invention is, the before mentioned manner of constructing the propellers, by extending their inclined planes or propelling surfaces into the hub or centre portion of the propeller, as set forth."

Lord Ashley's Mines Regulation Bill.—We understand that Lord Ashley has remitted the sum of 25*l.* 10*s.* to the Rev. Mr. Bellairs, Clerkenwell, to be distributed by him, in the exercise of his own discretion, "among those labouring women, in the parish of Clerkenwell, and in the adjoining parishes, who have been thrown out of employment by the operation of the Act to regulate mines and collieries." Lord Ashley has likewise transmitted the following sums to the under-mentioned places:—Pulmont 40*l.* 10*s.*; Tranent, 25*l.* 10*s.*; Newton, near Dalkeith, 15*l.* 10*s.*

The Truck System.—The colliers employed at the Vale of Gwendreath Works, Carmarthenshire, have memorialised Mr. F. P. Martin, one of the proprietors, to remove the grievances under which they labour, asserting that they do not receive for their work more than 11*s.* in the 1*l.*—that they have been three months and three weeks without a settlement—and that for six tons of coal they execute, they are only allowed five tons. Mr. Martin expressed his anxiety to remove their grievances; but it is stated that, instead of the promises being fulfilled, three of the men, supposed to be instigators of the memorial, were afterwards discharged by the manager.—*Cambrian.*

Singular Stone.—There has lately been found at Vincovats, in Sclavonia, a stone, of the size of a chesnut, which changes colour like a camelion. It was black when first dug up, and when exposed to the light became white, then successively yellow, red, blue, and green. On the surface are streaks as of gold, and if put into the hand the colour varies rapidly with the warmth.

Lithographic Stone.—The *Montreal Herald* states that Mr. Logan, who is well known by geologists for his researches in Canada, has, in a recent survey of the Upper Province, discovered near Lake Simcoe, and exposed to the extent of sixty or seventy miles, a great bed of lithographic stone. If true, this will prove of great importance to the art, as Germany has hitherto been the only source of supply, and that a most limited one, owing to the distance from any port of shipment.

Inferior Stone.—The Portlethen Quarries have for some time been in full work, and we understand that the stone for all purposes is of the very best quality. Some little time ago an immense stone was raised in the quarry belonging to Mr. Tollemache; it was 34 feet long, 18 feet 6 inches wide, and 5 feet deep. It was cut up in blocks, for the harmful castle now in course of erection by Mr. Tollemache, at Buchan. We are informed that the stone was fairly lifted out of its bed.—*Chester Chronicle.*

Polytechnic Institution.—The arrangements for the Christmas visitors at this place of popular amusement have been very judicious—variety being combined with novelty—that attraction between the things that have been re-modelled, with those that have been presented for the first time to the public, the exhibition has proved one of the most attractive in the metropolis.

Mammoth Steam Electrotype Machine.—An Iodon electrotype machine of the most extensive design and unprecedented power is now being constructed for the United States. It will be able to produce a spark of thirty-six inches, to cost 3000 feet of malleable carbon, in a battery of forty eight Leyden jars, of two feet high by two inches in diameter. This spark would kill a thousand men in an instant. If it were passed through such a chain! This machine will be more than four times as powerful as the one established at the Polytechnic Institution in London, whose effects have been witnessed by more than 300,000 persons within the last year, and is now by far the most powerful instrument in the world. The expense will be nearly 4000 dollars, with the appearance for illustration. The name of this invention appears to be to the "Benjamin Franklin;" and, as it will not be shown at all in Europe, America will preserve exclusively this magnificent geographical instrument. It will have the monopolising for the United States really to the year. The action of the Iodon electric machine is in no degree influenced by the state of the weather, and the experiments are astounding in their nature, both on account of their novelty and grandeur.—*Birmingham Journal.*

Conveyance of Naked and Value Wood.—A case of some novelty was recently tried in the Circuit Court of the United States. A person named Daniel Carpenter had for some time past manufactured and sold a certain description of cotton thread, which was marked on, and superscribed to be, the "Pardee thread," manufactured at Lowell, in this country. The aforesaid manufactured by Messrs. T. and W. Taylor, of the town just mentioned, is of very superior quality; that of the defendant was not only inferior, but deficient in quantity, so that the reputation and business of Messrs. Taylor had suffered injury. One of the plaintiffs was sworn, that to his own knowledge the defendant had purchased the thread of the plaintiffs, and sold the same was fairly submitted for judgment. The Court granted to the complainants a perpetual injunction against the defendant, with costs. The result of this judgment is to show, that in the United States foreigners are fully protected against this species of injury.—*Liverpool Albion.*

RIVAL RAILWAYS BETWEEN ENGLAND AND SCOTLAND.

THE CALEDONIAN AND ITS ENEMIES.

Most persons conversant with railway matters will have observed the report recently published by the promoters of the falsely called Glasgow, Dumfries, and Carlisle Railway (seeing that it does not reach within thirty miles of the first mentioned city), and which we presume no one will have the least speck and dying confession, since it evinces those misdirected movements and convulsive throes which betspeak the agonies of death. Can the public believe that such waste paper is to settle the Caledonian Railway, much the shortest and most complete communication between England and the great focus of trade and manufactures in the west and north of Scotland, and which can be shown, by the recent manifesto of the Edinburgh and Glasgow Railway directors, is the line by which every one will wish to travel, and therefore the line which should be made? The grand blunder in this production is, the declaration that two great lines of railway would be necessary to afford a substitute for the Caledonian—namely, the proposed Kilmarnock, Dumfries, and Carlisle line, and the *alleged* Edinburgh, Hawick, and Carlisle line—this last a mere sham by the fishing influential individuals to the side of the party; for, can any one believe that money would ever be subscribed to make a line of nearly a hundred miles through a different country for the sole purpose of competing with the Edinburgh branch of the Caledonian, which is only twenty-seven miles long, and of the easiest and cheapest formation? We are not sure whether the reporters are also the proposers of a line now talked of to connect Hawick with Newcastle—for the purpose, no doubt, of helping the East Coast line with its superabundant traffic. With critical justice we must give credit to the fact which has made the report a sea of water bewitched, that no one could think of giving into—so that its imaginary assumptions and its mass of locomotive rigmarole may pass unnoticed, and at the same time produce imposing effect by its extent. It, in this respect, puts us in mind of an Austrian grenadier, whose magnitude consists generally of little else than length, his meagre and discoid frame having enough to do to move his bulky and shapeless boots; by help of the tailor, he is stuffed and puffed up to an imposing size, and, with his great moustachios, looks a most formidable soldier at a little distance; but, bring him into gripe with the muscular Englishman or brawny Caledonian, and he is quickly reduced to scattered rags and rawbones. This applies closely to the promoters of the Kilmarnock and Carlisle line, who consist of the proprietors of the Ayrshire, the Edinburgh and Glasgow, and the North British lines. These bodies are naturally desirous to make the whole traffic between England and Scotland tributary to them, without regard to the convenience of the public, whom they would force in all cases to travel round the skirts of the country; they draw comparisons between assumed and imaginary bad gradients on the Caledonian, with equally assumed and imaginary good gradients on the Nithsdale and Hawick lines, and then pretend to prove, for example, that the advantage of the Caledonian for the Glasgow and various through traffic is only thirteen and a half miles, instead of twenty-four and a half miles—the real amount. They assume for the East Coast line, the projected London and York Railway; but omit, of course, to give the Caledonian the far greater prospective benefits of the projected Liverpool and Preston, Direct London and Manchester, or Grand Junction and North Union improved Junction line, any one of which would outweigh the advantage of the former. They abstract, in their affectables, from the Caledonian, the population of Edinburgh and Glasgow, its chief termini; and, to climb such gross injustice, they make a merit of not including Glasgow in the population of the Kilmarnock and Carlisle, a city they do not go within thirty miles of. By such barefaced clipping and adding, dropping and lifting, they make up their stuffed greenadier, with which they hope to frighten the friends of the Caledonian, and to give courage to the drooping allies of the Nithsdale. They circulate arguments, *ad misericordiam*, in behalf of the Edinburgh and Glasgow Railway; and the chairman of that concern unnecessarily defiles his own nest. The Caledonian is not necessarily a competing line with the Edinburgh and Glasgow for the traffic between those two cities, and was not projected for that purpose—they run the string, the Caledonian the bow; and there would be some great fault in the Edinburgh and Glasgow Railway, if travellers were to prefer adding a fourth part to the length of the journey in order to avoid it.

We shall be much surprised if the promoters of the Kilmarnock and Carlisle line (its proper designation) succeed by such means in mating enemies to the Caledonian; and, in conclusion, we have only to remark, that this ill-conceived report merits no serious notice from the Caledonian Railway Company. Their Parliamentary contract is signed to the full amount of their capital; the authorities and public bodies of all the towns with which they communicate have declared in their favour in the most public spirited manner; the opinion of her Majesty's Government was originally favourable to them, and there is every reason to believe that that opinion remains unchanged; they may have a bottle to Parliament, but it will not be one of doubtful issue; their comparative population table, lately published, shows an excess of 540,000 persons in favour of the Caledonian, and shows that the preference of the Government and the public is founded on simple and fair principles.—*Railway Chronicle.*

ANDREW SMITH begs to refer SHIPOWNERS and CAPTAINS to the following TESTIMONIALS, in proof of the utility of his PATENT WIRE ROPE, as STANDING RIGGING, and is prepared to guarantee the success of any ship of the smartness and uniformness over hempen rigging.

Marine Surveyor's Office, Liverpool, June 9, 1845.

Gentlemen,—In reply to your letter of yesterday, requesting my opinion of your Patent Wire Rope, I have to state, that, having tried it on board THREE of the light ships of this port—viz., the Comet, the Albert, and the Queen, I am fully convinced of its merits, and consider it peculiarly well adapted for vessels of this description, from its great strength, lightness, smallness of size, and the nearly total absence of expansion and contraction under the greatest changes of temperature and moisture; these advantages being very important in vessels employed, as lightships must necessarily be at all times and seasons, to the incumbrances of wind and wave.

I am, Gentlemen, your obedient servant,

(Signed) WILLIAM LORD.

Messrs. Robertson, Lizcombe, and Co., Agents for Smith's Patent Wire Rope, Liverpool.

London, March, 1844.

Sir,—I have much pleasure in stating, that my schooner has been sailing fitted with your Patent Wire Rope, as standing rigging, for nearly eight years, and it now appears as good as when put over the mast head. During that time the schooner has been constantly afloat, and trading in the Baltic and elsewhere.

I am, Sir, your obedient servant,

To Mr. Andrew Smith. (Signed) THOMAS MARSHALL.

The following are the names of a few of the vessels fitted with Patent Wire Rope:—

Belonging to Government.	Years fitted.
Falmouth Lighter	6
Ant Gitto	6
Lizard Steam Frigate	6
Lightning Gitto	6
Vixen Gitto	6
St. Vincent Flag Ship, Portsmouth—partly.	
Pound-age Frigate, Chatham do.	
Jason Frigate do.	14
Hermes do.	14
Virago do.	
Victoria and Albert (Royal Yacht).	
Belonging to the Queen Government—	
Three Steam Frigates, built in the Thames	3 3
Belonging to the Scotch Government—	
One Steam Frigate	2

STEAM-SHIPS AND VESSELS.

Tweed		2
Great Liverpool, 1400 tons, belonging to the Peninsular and Oriental Steam Navigation Company		6
Oriental, 1600 tons	do.	do. 6
Hindostan, 1800 tons	do.	do. 6
Medina, 1600 tons	do.	do. 6
Queenborough	do.	do. 6
Prince, Princess, and Queen Victoria, 600 tons each, belonging to the City of Dublin Steam Packet Company		6
Eric or Orwell, 300 tons, belonging to	do.	6
Swan of Cambridge, 400 tons, do.	do.	6
Sovereign, 600 tons, belonging to the St. George Steam Packet Company		6
Lion Duke		
The Queen		
Prince of Wales		
Anglesea		

MERCHANT SERVICE.

Schooner Hardcastle	6
Schooner Eglinton, 195 tons, belonging to J. D. Taylor, Esq., of Ayr	
Iron Screw Paddle Steamer, 781 tons, belonging to Messrs. Anderson, Gurnell, and Co., of Liverpool	6
Sloop or Sheep, 100 tons, belonging to Owen Gentle	6
Iron Schooner Clarence, 100 tons, built by Aston Lewis, Esq., Liverpool	6
Trade Artist, belonging to Mr. Brandrum, of Liverpool	6
Schooner Robert Wilson, 200 tons, belonging to Wilson Turner, Junr., Esq., Carnarvon	6
Light ships Queen and Albert, belonging to the Liverpool Dock Trust	6
Barque Helen, 400 tons, belonging to Mr. Rainford, of Carnarvon	6
Iron Schooner Lady Peel, Hastings, 100 tons, built by Aston Lewis, Esq., Liverpool	6
Barque Hamilton, 400 tons, belonging to Mr. Commerford, of Liverpool	6
Schooner Lucilla, 100 tons	do.

CAUTION.—ANDREW SMITH, PATENTEE of the WIRE ROPE, hereby cautions all persons against infringing the same, as he will prosecute with the utmost rigour the law will allow, all persons who shall be found using the same, after this notice.

Wire Line-court, Liverpool, Oct. 4, 1845.

WEST OF ENGLAND AND SOUTH WALES LAND DRAINING COMPANY.

Capital £150,000, in shares of £25 each.

PROVISIONAL COMMITTEE.

All of whom have taken shares.

The Right Honourable the Earl of Devon
The Right Honourable Lord Clinton, Hampton Gaticombe
Sir Thomas Dyke Acland, Bart., M.P., Killerton
Sir Ralph Lopez, Bart., M.P., Maristowe
William Porter, Esq., Monetary Fort
Gilbert Gilbert, Esq., Tavistock-square
John Heywood, Esq., Exeter
Howard Bentley, Esq., Trigriff place, Glamorgan
Sir John Kennaway, Bart., Escott
The Right Hon. Lord Courtenay, M.P., Powderham Castle
Sir Charles Lemon, Bart., M.P., Carclew, Cornwall
General Frederick Estcourt, Esq., Penrice
William Sandys, Esq., Kames
Stanley Lee Prescott, Esq., Hasland
George Pye, Esq., Exeter
Thomas Bonsor, Esq., Weybrook, Devonshire
Sir John Kennaway, Bart., Escott
The Right Hon. Lord Courtenay, M.P., Powderham Castle
Sir Charles Lemon, Bart., M.P., Carclew, Cornwall
General Frederick Estcourt, Esq., Penrice
William Sandys, Esq., Kames
Stanley Lee Prescott, Esq., Hasland
George Pye, Esq., Exeter
Thomas Bonsor, Esq., Weybrook, Devonshire
(With power to add to their number).

PROVISIONAL TREASURER.

Montague Gabriel Bere, Esq., Exeter; the Rev. John Hoyske, Clist Hydon.

BANKERS TO LONDON.

Messrs. Barclay, Bevan, and Co.
Messrs. Roberts, Curtis, and Co. } Lombard street.
Messrs. Masterman and Co.

London and Westminster Bank, Throgmorton Branch.

BANKERS TO EXETER.

The Devon and Cornwall Banking Company.
The City Bank, Exeter. The Exeter Bank.

CONSULTING ENGINEER AND SURVEYOR.

Joseph Parkes, Esq., C.E.,
Consulting Engineer to the Royal Agricultural Society of England.

SOLICITORS—E. T. Bere, Exeter

SECRETARY—Thomas May, Mount Radford, Exeter.

The object of this company is to afford permanent facilities for the draining of land, by combining the necessary operations with the most extensive execution, in such manner as shall be deemed the most scientific, economical, and effectual—the soil thereafter thereby to be completely secured on the property drained or otherwise—and to be cleared, with interest, by instalments.

The profits resulting from valuable draining are admitted by every agriculturist.

Upon the capital to be drained most temporary credit can be made by mortgage of less than one half the land for which they are now selling within the profitable subway of the company's operations; from this source it is estimated that a large profit will result to the shareholders, combined with unlimited advantages to the agricultural interest.

Deposit £1 per share, and the calls not to exceed £2 10s. per share, one to be made each after two months' notice.

Above ten letting tests have resulted from landowners, many of them holding large properties in the district, approving the objects of the company, and confirming ample information that it will be fully employed as soon as it is prepared to commence operations.

Applications for shares or prospectuses to be addressed to Messrs. Mullens and Marriott, 6, Austinfriars street; to Messrs. Dawson, Cowtan, and Scott, solicitors, 7, Farnham's Inn, London; to Messrs. Cook and Woodford, solicitors, Bath; Richard Ashton, Esq., Bridgewater; Edward Bradley, Esq., Trigriff Place, Glamorganshire; Messrs. Phelps Gwatkin, Esq., Cardiff; Penrice Bowring, George Shands, Esq., Cardiff, Glamorganshire; George Smith, Esq., Copthall court, Manchester; Messrs. Holden and Co., Liverpool; Mr. Thomas Bastard, shareholder, Exeter; Messrs. Hammond and Langworthy, shareholders, Exeter; or to Mr. R. T. Bere, solicitor, Exeter.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the West of England and South Wales Land Draining Company.

I request that you will allot me shares of £25 each in the capital stock of the West of England and South Wales Land Draining Company, and I hereby undertake to pay a deposit of £1 per share on the shares allotted to me, and to execute the Deed of Settlement when required. Name.

Dated this day of 184 Residence

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WHITEHAVEN AND FURNESS JUNCTION RAILWAY.

(PROVISIONALLY REGISTERED,

As required by the Act of 7 and 8 Victoria, cap. 110).

Capital £400,000, in 17,000 shares, of £25 each.—Deposit £1 per share.

PROVISIONAL COMMITTEE.

The Earl of Lonsdale
The Earl of Darlington
Matthew Attwood, Esq., M.P.
William Brougham, Esq., M.P.
Edward Stanley, Esq., M.P.
Samuel Irton, Esq., M.P.
Alexander Youngman, M.P.
Major General Wyndham, Cockermouth Castle
Thomas Irwin, Esq., Castle Askew
F. L. S. Hyett, Esq., Chairman of the Stockport and Carlisle Railway Company
Matthew Plenderleath, Esq., Chairman of the Newcastle and Carlisle Railway Company
John Pease, Esq., Vice Chairman of the Whitehaven Junction Railway Company
Benjamin Cuming, Esq., Parson court, Westminster
Thomas Ainsworth, Esq., Old Park, Chester
John Wilson Patten, Esq., Bank-house
Joseph Sandars, Esq., Liverpool
Henry Rathbone, Esq., Allerton, Liverpool
Henry Ashworth, Esq., Bolton
Samuel Lancaster, Esq., Chester
George Fox, Esq., M.D., Whitehaven
Christopher Pennington, Esq., Whitehaven
George Hodgson, Esq., Whitehaven
Cuthbert Orrell, Esq., Whitehaven
Robert Cory, Esq., Fore street, St. Austell's
Stephen Tregoss, Esq., 1, New Broad street
Richard Fell, Esq., Gresham Buildings
(With power to add to their number)

SOLICITOR—Geo. Richardson, Esq.

BANKERS.

The Whitehaven Joint Stock Bank, Whitehaven
Messrs. Spooner, Attwood, and Co., London
The London Joint Stock Bank, London

SOLICITORS.

Messrs. Geo. Prest, Johnstone, and Walton, Lothbury, London
Messrs. Richardson and Sheppard, Whitehaven

The object of the proposed undertaking is the construction of a railway from the town and port of Whitehaven, in Cumberland, to join the Furness Railway in North Lancashire, and in progress of formation, and presumed to extend the same, by way of Ulverston, to Lancaster.

The proposed line will be nearly thirty-two miles in length, commencing at White-haven, to which town a continuation line of railway communication from Cockermouth, Workington, and Maryport is nearly completed, and extending from Whitehaven south-wards to one of the three termini, Ulverston, Broughton, Dalton, Kirkby, Ireleth, Askam, and Dalton, and there passes the summit of the line, from being a junction with the Furness Railway, near Ireleth, and thence to the town and port of the shipping ports of Peel and Barrow, and a branch to Ulverston. The direct route from Furness to Cockermouth will form of a direct communication with all the great railways in England.

This railway will pass through a country rich in agricultural and mineral produce. Upon the former being completely developed by the construction of railways, of which two lines, each of which will be one of the best and safest harbours on the west coast of England, and the nearest to the Irish ports, and the nearest to Liverpool, Manchester, and the whole district of the coal which now are now consequently dear.

It is proposed to construct this railway for a double line of railway, and to use on the heights approaching it, but, until the traffic shall warrant the single line of rails, and the Parliamentary line another one condition that the cost will not exceed the sum of £1,000 per mile.

The carrying traffic for coal, minerals, &c., from the Whitehaven Junction Railway, and the Furness Railway, and the Furness Railway, and the Furness

LINCOLN, YORK, AND LEEDS DIRECT AND INDEPENDENT RAILWAY.

Provisionally Registered under the Act 7 and 8 Victoria, cap. 110.

Capital £1,500,000, in 60,000 shares, of £25 each.
Deposit £1 10s. per share.

PROVISIONAL COMMITTEE.

The Right Hon. the Earl Fitzwilliam, Wentworth House, Yorkshire
The Right Hon. the Lord Mayor of London
The Vice-Chancellor of the University of Cambridge
The Mayor of Cambridge
The Mayor of Ripon
The Mayor of Pontefract
Hugo Charles Meynell Ingram, Esq. Temple Newsam
J. R. Atkinson, Esq. Elmwood House, Leeds
J. R. W. Atkinson, Esq. ditto
William Singleton, Esq. Leeds
William Cudmore, Esq. Leeds
Richard Hawthorn, Esq. Leeds
John Hatfield Gossip, Esq. Hatfield House
William Parker, Esq. Hazelthorpe House, Beverley
The President of Queen's College, Cambridge
Mr. Henry Ellis, Bull Hotel, Cambridge
William Vickers, Esq. 12, Somerset-street, Hyde park, London
James Smyth, Esq. Ramsey
George Gaze Day, Esq. St. Ives
Alderman Farncomb, London
Major Adair, United Service Club, London
Samuel Stafforth, Esq. Ramsey
The Rev. Yale Fosbrike, Ramsey
Mr. John B. Vigh, merchant, St. Ives
M. E. Osborne, Esq. St. Ives
William Randall Vickers, Esq. 12, Baker street, London
William Jackson, Esq. Lofthouse, near Sheffield
George Knowles, Esq. Manchester
(With power to add to their number).

ENGINEERS.

George Leather and Son, Leeds; and Sir John Macneill, LL.D., F.R.S.

BANKERS.

London—Perrott, Grote, and Co.; and Masterman and Co.

Country Bankers to receive Deposits.

Cambridge—E. and C. F. and G. R. Foster and Co.
Stamford—Pearson and Co., and at their branches.
Ely—Lincoln and Lindsey Banking Company.
Doncaster—Sir W. Cooke, Bart., Childers and Co.
Pontefract and Wakefield—Leatham, Tew, and Co.
Sheffield—Union Banking Company.
Leeds—Beckett and Co.; Brown and Co.; and Yorkshire Banking Co.
York—City and County Banking Company

SOLICITORS.

John Blackburn, Leeds.
Elliott Henry Anderson, York.

Local Solicitors.

James Quilter.....Lincoln.
Samuel Bellamy.....Gainsborough.
F. H. Cartwright.....Hawby.
Frederick Fisher.....Doncaster.
John Wilson.....Castle.
W. and T. Clough.....Pontefract.
John Tyas.....Barnsley.
Hirchell and Harrison.....Leeds.

PARLIAMENTARY AGENT.

G. H. Lang (late J. Park-street), 37, Great George-street, Westminster.

LONDON AGENT.

William B. James, Basinghall street.

This line of railway is brought before the public under the auspices of some of the principal landholders through whose estates it is intended to pass. It will form a communication, almost as direct as a line can be drawn, between the terminus of the proposed Cambridge and Lincoln Railway, at Lincoln, and the great North of England Railway, at York—with branches to Doncaster and Leeds.

The total length of line, including branches, will be about eighty-eight and a half miles—of which the main line from Lincoln to York will be fifty-eight and a half miles, the Doncaster branch thirteen miles, and the Leeds branch seventeen miles.

A mere inspection of the map will show, that—while it obviates the unwarrantable interference with vested rights contemplated by the London and York and the Direct Northern lines, by their proposed interposition of a third line in the narrow tract of country lying between the London and Birmingham and the Northern and Eastern Railways for the first fifty miles from London, at a cost of two millions—it affords equal, if not superior, facilities as a direct line between London and York, and thence to all parts of the north, as well as between London and Leeds, and the important manufacturing districts of the West Riding of Yorkshire and Lancashire.

The main line will commence at the city of Lincoln, where a station will be formed in conjunction with the Cambridge and Lincoln Railway, or independently of that one, as the respective committees may decide, or the Board of Trade may suggest. The line will then pass through or near the populous villages of Saxelby, Burton, Brow, Wellingham, and Lea, to Gainsborough; it here crosses the Trent, and a station will be built close to this important town. The line will then pass near to Blyborough, Hardy, Misterton, Epworth, Wroot, between Hatfield and Thorne, through Fishlake, near to Snaith, a little to the west of Selby, where it forms a communication with the Hull and Selby Railway; it will then proceed through or near to Escrick and Bolton, on the east side of the Ouse, and join the York and North Midland and the Great North of England Railways at York.

The Doncaster branch leaves the main line at Haxey Gate, and proceeds direct to Doncaster, where a connexion is proposed to be formed with a projected railway (of which the plans and sections have been lodged) from the Sheffield and Manchester line Railway to the Port of Goole—there forming a communication, both for the north and the south, with an inexhaustible field of the finest and bituminous coal, remarkable for its solid quality with the coals of Durham and Northumberland; and with an inexhaustible bed of the Wentworth limestone, so long conducted for its superior qualities for building purposes.

The Leeds branch (which might rather be termed a main line than a branch) diverges from the direct north and south line near Bolton-on-Ouse, and, after passing Pollington, Whitley, Womersley, and Kellington, where it traverses an extensive field of the finest lime for agricultural purposes, passes through the town of Pontefract, and joins the North Midland Railway at the Normanton station, meeting there the Manchester and Leeds and the York and North Midland Railways—and thus opening a communication, not only with Leeds, but with the whole of the important and manufacturing districts of the West Riding of Yorkshire and Lancashire.

This line will not only form an eligible mode of communication from north to south, but, by means of its branches and connexions with the contemplated railway from Sheffield, and with the railways already executed, will open out the most extensive trade between the manufacturing districts, whose centres are Manchester, Leeds, and Sheffield, and the Ports of Hull and Goole, the most convenient shipping ports for Edinburgh and the whole of the continent of Europe.

From the appended statement it will be seen, that the gradients, both on the main line and the branches, are extremely favourable:—

Of the fifty-eight and a half miles of the main line—
Forty-four miles have gradients under five feet in the mile (1 in 1056).
Seven miles more have gradients not exceeding ten feet per mile (1 in 528).
The remaining seven and a half miles have gradients between ten and fifteen feet per mile.

Of the thirteen miles of the Doncaster branch—
Seven and a half miles have gradients under five feet in the mile (1 in 1056).
And no gradient exceeds ten feet in the mile (1 in 528).

Of the seventeen miles of the Leeds branch—
Five miles have gradients under five feet in the mile (1 in 1056).
And no gradient exceeds fifteen and a half feet in the mile (1 in 341).

There is no tunnel whatever, either on the main line or either of its branches—and, notwithstanding the very superior character of the gradients, the works will be extraordinarily light and inexpensive; and in these the slightest interference with mansion, park, or pleasure ground, or other ornamental property, throughout the whole distance.

With such the facilities for commencement of execution, and necessary in working the line when executed, the railway presents such a prospect of a remunerative return upon the capital to be required, from an estimate of the traffic, which has been carefully taken, I suppose, that, after making a most liberal allowance for working expenses, a net return of not less than 10 per cent. upon the capital embarked may be confidently expected.

Plans, sections, and books of reference, have been duly lodged with the several Clerks of the Peace, and with the Board of Trade; and other necessary steps have been taken to enable the promoters to carry out their intention of applying for an Act of Parliament upon in the ensuing session of Parliament.

Power will be taken by the bill to allow 4 per cent. upon all deposits.

Applications for shares may be made, in the annexed form, to the solicitors, to the London agent, to messrs. Pepperrow and Co., bankers, 1, the Broad-street, Lincoln; to Mr. A. C. Hanson, and Mr. Hadley, solicitors, Sheffield; Mr. Clarke, solicitor, Spalding; Mr. H. King, solicitor, Cambridge; through any respectable shareholder; and at the office of the company, No. 12, Bourgate street, Lincoln.

No allotment will be made to any application unless accompanied by a reference to one of the provisional committee, to one of the solicitors, or to some other respectable party; nor will it be complied until a communication should be received from the railway commissioners with that of the applicant.

FORM OF APPLICATION FOR SHARES.

To the Provisional Committee of the Lincoln, York, and Leeds Direct and Independent Railway.

Gentlemen,—I request that you will allot to me ..... shares, of £25 each, in the capital of the proposed Lincoln, York, and Leeds Direct and Independent Railway, and I hereby undertake to accept the same, or such number of shares, not exceeding ..... as may be allotted to me, and to pay the deposit thereon, and to sign the subscribers' agreement and the Parliamentary contract, when required. Dated this ..... day of 184

Name .....
Address .....
Profession or Trade .....
Witness .....

Yesterday Cambon.—The *Journal des Débats* states that the gigantic head of the statue of Hercules, a bronze modern, which is to be sixty-eight feet high, was withdrawn from the mould in which it was cast at the royal foundry of Monnot on the evening of the 14th inst., in presence of the King and Queen of Bavaria, and a considerable number of distinguished personages. The beauty of the head of Hercules, which is the work of the celebrated Schwanthaler, excited such enthusiasm amongst the spectators that they placed their names in a chaplet of fifty of the Parliamentary Society of Munich, who deserted a dress composed for the occasion by the Baron de Poissel, director of the Theatre Royal of Munich.

NOTICES TO CORRESPONDENTS.

Our Liverpool Share List did not reach us this morning.

We are indebted to Mr. J. Y. Watson for the article on subject of the returns of mines, during the past year, inserted in another column of this day's Journal. We have every reason, from having checked more than one, to believe the interesting data correct—while the necessary deductions can be drawn by our readers.

Joint-Stock Companies Incorporation Act.—We await some further information as relates to the meaning of some of the clauses, as also the opinions of one or two parties, ere we give the schedular matter and our further remarks. Such, however, will be given next week, if even in an imperfect state.

Accidents in Mines and Collieries.—It was our intention this week to have given the past six months' report; but the introduction of the Table of Contents, with other matter, necessarily defers its insertion until our next, when the subject will be treated upon more at length.

Colliery Explosion near Morpeth, Seaham.—The proceedings at the inquest held on the bodies of the sufferers from the accident noticed in last week's Journal have been forwarded us, and on which we shall have occasion to make some observations. One case is distressing more than ordinary:—The poor boy whose life has been lost was the orphan of a widowed mother, who a fortnight since had to lament the loss of her husband, in the same colliery. Such are the cases brought before us; and no remedial measure is afforded, nor is there a fund to help the bereaved.

We cannot spare room for Mr. Martin's letter on the Necessity of a Universal Language for all Nations—neither do we think his object would be at all forwarded by its publication in our columns: he should address the Editor of one of the influential magazines, who would, doubtless, entertain the subject.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, DECEMBER 28, 1844.

With the close of the year comes reflections and recollections of the past, with hopes and desires as regards the future. Our reflections are sad as regards the loss of life in our colliery and mining districts—our recollections are of a far different nature, when we consider how much we are indebted to our kind and valued correspondents for the assistance they have afforded us in our labours—rendering, by their good services, our columns valuable and useful to the mining community, and thus relieving us, in a great measure, from observing on "matters and things," which, with all the powers of ubiquity which we may be sometimes supposed to possess, whether as affects mines at home or abroad—*in situ* or *in nubibus*—we should otherwise be unable to satisfy our readers or ourselves—not to observe on railways in operation or in perspective, joint-stock banks, or whatever may be the object, where capital is employed. It is to us gratifying to find, at the close of our Fourteenth Volume, that not only have our subscribers increased with our correspondents, but that an earnest desire is expressed by "one and all"—for we are well pleased to adopt the Cornish motto—that, with the next year, our position may advance—being well assured, with such support as we have received, we cannot retrograde. Thus much for recollections, and pleasing are they as regards the Journal. What, however, are the reflections which arise in addressing our readers at the close of the year!—Sad and fearful are the results to which we have to direct attention.

Our columns of to-day convey the past six months' record of loss of life,* as reported from week to week, whereby will be seen the enormous Loss of lives that have been sacrificed within that time, and which forms but a proportion—and we should be disposed to say, but a small proportion—to that which, had we the means of acquiring information, we might place before our readers. Yet is it sufficient to awaken the sympathy and feeling of those who, embarked in mining adventures, reap the advantages, but who feel not the loss of a parent or relative. This, in itself, is a painful recollection, and although it be an office imposed upon us, of recording these sad events, it may, at the same time, be believed, that the narration is attended with feelings which we could wish were more general—or, if even such be entertained, then that an expression of them was rendered more evident. On this point, we direct the attention of our readers to an article in our present Number.

Let us pass away from the subject for a moment, and express our hopes and desires. These will, doubtless, be anticipated by our friends, and it is only for us to express the anxiety we feel that their expectations may be realised. We *hope* that, with our next year's volume, we shall be found not only to hold out protection to the honest mine adventurer, as we have heretofore done, but that a ready and unflinching exposure of abuses will equally find place in our columns. We hope the course we may pursue will give equal satisfaction as the past, and that in closing our next volume we may have secured to ourselves that gratifying feeling with which we close the present. For our desires, we hardly know what to say, embodied as they are in our hopes; but, if we may express a desire, it is, that our correspondents will aid us, as they have done heretofore, and that they will not take amiss any notes or annotations which may be appended to their lucubrations; for, as we are "open to all, and influenced by none," we are apt to have our "say" at times, but we hope in no case chargeable with being "influenced" by any other motive than that of dealing fairly with all parties. Thus close we, with the year, our reflections and recollections, our hopes and desires—while we wish to "one and all" "a happy new year."

* Our Record of the Accidents in Mines and Collieries during the past six months is unavoidably deferred.

The numerous melancholy accidents in Mines and Collieries recorded in our columns, and which we are glad to say are now under the consideration of her Majesty's Government—thanks to the exertions of the press, while we take some little credit to ourselves—leads us, in closing our present volume, again to present the subject to our readers, with our fearful category of accidents during the past six months—at least, such as we can collect, but falling far short of the number.

As we shall have occasion to dilate on this subject at greater length on the meeting of Parliament—in the mean time, furnishing Government with such information of which we may be in possession, or such as we may acquire—we shall confine ourselves on the present occasion to the subject treated in our last Number—that of providing for the widows and orphans of those whose lives may be lost in the pursuit of their toilsome labour. Government may, and it is to be hoped will, protect the miner and collier, as far as Legislative enactment will prevail, by causing more care and attention to be observed in the working of collieries, where ventilation is of so much object, most of the accidents is either being of a nature which cannot be provided against—but, in such case, they must not appoint geologists and theorists. But, even assuming all this, what is done for those left behind. As regards the working of mines and collieries, and the measures to be adopted for the safety of life, it is alone practical men who can determine what should, and what should not, be done; and here the difficulty arises where to find those who are not influenced or prejudiced. But we are getting away from our proposition which we advanced last week, and to which not only should our attention be confined, but we hope to enlist that of our readers.

We address ourselves to the colliery owner, the mine proprietor, the lord, and the adventurer. Look, say we, at the fearful list which our columns present of the loss of life—the number of souls who have been hurried from this world in the past few weeks. How many widows and orphans are there who are thus deprived of succour and support? Let Government, if it will, do their best to prevent the loss of life; but let it be your object, as it is your duty, to provide for the helpless—those who are left without succour or help but such as a Union affords them. Why, then, not join together—form a fund to relieve the aged parent, the widowed mother, and the infant child? This may be readily done, and we cannot doubt but that we shall have the aid, not only of those interested in mines and collieries, who live in luxury on the hard toil of the miner, but of all those whose sympathies are alive to the sufferings of their fellow-creatures.

We shall next week be prepared with a scheme—a fitting word, for, indeed, it would appear that some scheme were necessary—to impart into the breasts of mine and colliery proprietors the duty imposed upon them by the Word of God, as well as the dictates of humanity.

We last week made some trite observations on the letter of a correspondent, having reference to the cost-book system, as applied to the Wheal Rose Mine. This mine, like that of the Tretoil, on which some remarks were also made, are neither of sufficient importance to occupy our columns, were it not that, in the one case and other, principles, and those important—more especially so at the present moment—are involved. Glad are we that the 63d clause of the Act of Parliament for the Regulation of Joint-Stock Companies is so plain and expressive as to leave mines worked on the cost-book principle out of its pale; but, as the Act requires revision and amendment, which will doubtless be brought under the attention of Parliament, we feel that if the cost-book system be carried on as is done in the one case before us, and others which we might cite, then the sooner the Legislature interferes the better—at the same time we cannot but express our conviction, that any measure like that of the *present* Act would be destructive to our mining interests.

It is not right, however, we should thus advance an opinion, without submitting the case, as presented by our correspondent last week, and which, with our remarks, is animadverted upon by "An Adventurer" in our present Number. It is quite clear that our last week's correspondent was a buyer—our present, a seller; hence there is sound reason why the one and the other should take different views—while to us, it appears that we can take a medium course, and say, both are in the right. This would seem "passing strange," were it not that the facts are before us, and, as such, let us place them before our readers.

A. purchases shares in a mine worked on the cost book system,—a system too well understood to require explication on our part in the present instance—he pays for his shares, through his brokers, according to the contract note, but subsequently is informed that a call is due upon the shares antecedent to the transfer—such transfer having, however, by the bye, been duly made and registered by the purser. A. contends he has no right to pay the call; but, in the mean time, he is precluded from transferring his shares—yet we cannot see how such should be the case. The purser allows the transfer to be made, he recognises the new adventurer, and the latter can only be called upon to pay such calls as may have been made subsequent to his becoming a party interested in the mine. Hence A., we contend, is freed; and we suspect, if the matter was brought into the Stannary Court—nay, even a court of *law*, leaving equity out of the question—the purser would have to bear any loss which might accrue from a refusal on his part to re-transfer the shares. Our correspondent does not say whether he has made such application; if he has not, we advise him to do so. "Take the bull by the horns," say we, and try the question. We believe the purser would cry "peccavi."

But we must not forget our correspondent of to-day; and, if we mistake not, he is a seller under similar circumstances as A. became a buyer—that is to say, that a call was made of which he was unconscious when he sold his shares. We agree with him, that it is hard to saddle him with a call of which he was not aware at the time of effecting the sale, as he might have altered his mind, or, at least, his price; but the question raised by him—if we understand his letter, for he leaves us something to guess at—is, "should I pay a call improperly made, and of which I was ignorant, on shares sold by me." We think this may be solved without much argument: if the call was properly made, he is the party to pay it—if improperly made, then the call is "null," and he is in no way responsible, having sold his shares on the last account rendered, which, we presume, was a regular two months' account, and passed by the adventurers. If such was not the case, then is the agent or broker responsible, in not seeing that his principal was placed in a proper position; but, on it in what light you will, no question can arise but that the purser has put himself in the wrong, by allowing a transfer to pass without all previous calls (duly made) having been paid. Our correspondent says the matter has been submitted to an experienced party. It is a plain common sense question, and we should not envy the talents or abilities of the man who could not arrive at a conclusion on having facts and figures thus placed before him. For a while, we leave the matter; it is insignificant as to the mine or the money, but it involves an important question, which we apprehend the Registrar will not lose sight of on the amendment of the bill of "Pains and Penalties."

One word as to the Consolidated Tretoil Mining Company are we part. It appears five directors are elected, and hold office—they purchase machinery, enter into engagements, involve the company, order certain works to be done (to which some 1000*l.* or 1200*l.* is expended), then in a fresh of fancy (such as the course pursued by them throughout) abandon the operations, and order a further call. Now, we do not for a moment contend that London directors may not make mistakes, and we think it highly praiseworthy of them, when that they find that they have committed an error (if error it be), they should suspend their operations, as they cannot recal their steps, and after raising some 1300*l.* to 1400*l.* to effect certain objects, which were forgotten or neglected, that they should, by way of repairing such neglect, make a further call, which on the whole number of shares, if paid, would realise 1150*l.* All this we admit—at least, for our purpose on the present occasion; yet, if we find that these old directors be dismissed for one of whom a quorum cannot be made; lavish the funds of the company—then, we say it does behove the Legislature to step in and say, "although you may aspire to the control of the mine purse—although you may supply Government with beef or ought else, or even the Prince of Wales and Royal Family with shirts and gloves, there is a duty you owe to your co-

proprietors—it is a very simple one, because it is straightforward and honest; gentlemen, pay your calls, and place yourselves on an equality with your co-adventurers—while, from your position as directors, with calls unpaid, you claim the directorate as the masters." Need we say more, we think not—enough.

ROYAL CORNWALL POLYTECHNIC SOCIETY.

At the annual meeting, held within the past few days, we are well pleased to find it stated, that the introduction of machinery at the Tresavean Mine for the lowering and ascending of miners has been found to be so far beneficial as to induce the management of the United Mines to adopt a similar course. A vote from the society, of funds in part payment of the cost incurred, has been made.

Deserved Compliment to Sir Charles Lemon.—The gold medal of the society, framed and glazed, with a highly complimentary address, was presented to the respected president, as a testimony of the kindly feeling possessed by the members, and at the same time the value attached by them to the laborious and earnest exertions on the part of the hon. baronet in the promotion and advancement of the objects of the institution. This is pleasing to record; while Sir C. Lemon cannot but feel proud on receiving this proof of the high estimation to which his services and talents are held by those who ought best to know how to appreciate them.

RAILWAYS AND THE BOARD OF TRADE.

An opinion is entertained amongst those interested in the proposed lines of railway, that the Government intends to issue a Cabinet Commission, for the purpose of instituting an investigation, by commissioners possessed of adequate practical knowledge of railway science, into the merits of each line, including the probable cost of construction, taking into view the localities through which they would pass, the public advantages which would result from their formation, the influence which they would produce on capital invested in the competing lines, the reduction in force, and all collateral contingencies.

The adoption of such a step would be tantamount to a suspendure of the functions of the railway department of the Board of Trade, and would be attended with an inconvenient delay and suspension of railway business by Parliament, as the various committees, to whom the immense mass of applications for new lines must be referred, could not usefully proceed with their labours until such time as the report of the supposed commissioners was placed before them. The appointment of such a commission has, probably, been suggested by the opprobrious epithets entertained respecting the fitness and qualifications of the gentlemen forming the railway department of the Board of Trade to discharge with efficiency the important duties confided to them.

The opinions which have caused so much anxiety in the public mind on this subject are now familiar to those interested. As they do not take due evidence, nor can be supposed to have examined personally the districts through which the new lines are to be made, it is found that a report emanating from such sources cannot be the groundwork for solid and important legislation. These objections are not without weight. A report from the Board of Trade hostile to any of the numerous competing lines, either as regards the sufficiency of the estimates, the engineering difficulties, or other points, adopted without personal examination, and based upon no other evidence than the plans and sections, or other voluntary information given by its promoters, may be attended with much injustice. A favourable report upon any particular line, grounded upon such incomplete materials, may be also equally unjust, and it is not enough to know that such injustice or defects in the report of the Board of Trade may be remedied before a committee of the House of Commons. The parties concerned have their tribunal open to them, it is true, but they would appear before it in a disabled state, and would incur much labour and expense in overcoming these positions. But the railway department of the Board of Trade are, no doubt, perfectly aware of all this, and will make it their study to avoid any statement in their report which is not based upon correct facts. They must set forth in the preamble of their report, as far as expedient, a succinct account of the data on which it is drawn up, and should it appear that their conclusions are not warranted by the premises, full opportunity will be afforded to those who may have reason to complain, to take steps in order to get the erroneous passages expunged.

MINING.

Mining companies are from their nature far more subject to the whims of fortune than railway, or perhaps any undertakings connected on the joint stock principle. They approach in the speculative character much nearer than any property so constituted. The operations of the miner, some time since, were, in point of certainty, little removed from the fortunes of the gambling table—the chances of success being about as determinate in the one as in the other. Men did not embark their money in them as investments, from which they calculated on receiving a moderate interest, but almost purely as speculations, by which, if fortunate, they feared no matter how profuse and if successful, they held themselves prepared to lay all aside, readily kept on low as possible, in expectation of such a result.

A mine was considered unprofitable until it had repaid its capital, and was in a position to give something above that to the adventurers. Now, however, the character of these undertakings has somewhat changed. Great practical knowledge, and the application of the science of geology, has rendered mining a matter of much greater certainty; and every year's experience will tend to render its operations, and render it more and more safe to the investment. Still, however, certain as may be the calculations of the results, a mine must not become considered prosperous, where the profits are far below. The lode must be proved to have worked out, however, a certain way to the credit it yields, and though it should extend many a number of years. This unreality in mining property, it should not be forgotten, is amply compensated by great profits (some of the Cornish mines pay dividends ranging between 100, 200, and 400 per cent. per annum. When the shares have increased in market value a thousand fold); and in which, if proper management is observed, a speculator need be in no apprehension for the safety of his property.

It is not our intention to represent, in the least, mining property by these remarks; on the contrary, it ought to be admitted, that there is, perhaps, no description of property which on the whole is more profitable, or sensible, if properly and discreetly managed. Management here, however, is not of such paramount importance (weighing what it is mentioned in another sense, whether to proceed or to abandon), as in other undertakings. It is seldom an hour of mines being thrown upon official mismanagement; it generally arises from misfortune, difficulty in attending, or poverty of the lode—circumstances in which neither skill nor conduct could much profit, whereas, in other concerns, extravagance usually happens through faulty conduct.—*Railway Magazine.*

Ayr Tramway Mania.—A committee under this name has been sworn as to the bearings of various railways, and has given good schedule. Mr. Bidder is said to be much grieved that that of Brassey the price, weight, and arrangements of rail, being considerably less. It is more feasible than ever, but may be settled in a moment, and would then be offering a saving to subscribers. The facility with which it may be worked in the Ayr-ing story is the additional recommendation.

Post Railway Progress.—A pamphlet, published by Mr. John Wall (of Lymington), contains a useful list of the extensions and branches proposed to be made by forty-seven of established railway companies, and what a list of sixty-nine of proposed lines in England, which would require a subscribing of £1,171,000; five new lines for Scotland, capital £1,600,000; fourteen new lines for Ireland, capital £1,715,000—making a total amount of £3,486,000.

Suspension Bridges.—Messrs. Hall and Co., of Liverpool, engineers, have been commissioned by the Dundee Harbour Board to supply the ironwork of an iron bridge, to cross the Tees, at St. Peterswell, on a site about 0.6 the present ferries of boats. It will be 1070 feet long; there will be two piers, and the centre one will be 150 feet span; there will be a cast bridge, 70 feet wide, to allow of the passage of carts, the bridge itself to hang at a cost altitude; the carriage and pedestrian will be, together, 70 feet.

Double Wheel Steamer Racing.—The Charles Cheverie states that the wheels on this line are to be put in motion immediately. Messrs. Hall, the proprietors, have completed the work of repair of the machinery for conducting operations with great vigour, and it is intended that no time shall be lost.

MINING IN 1844.

The transactions in mining shares during the last twelve months have so far exceeded the average business of many years, that a general review of the mines at the present time may be interesting to the mining speculator. The increase of business in this description of property may, perhaps, in a great measure, be accounted for by the abundance of unemployed capital in the money market, and the little interest paid by Government securities; but we flatter ourselves it has been also owing to the increased confidence of the public in mining property, when conducted on fair and legitimate principles. The dividends paid in the last twelve months on twelve of the principal mines have been as follows:—East Wheal Rose Lead Mine, 46,400*l.*, or 362*l.* 10*s.* per share—original outlay 50*l.* per share; Botallack, 40,000*l.*, or 100*l.* per share; Fowey Consols, about 10,000*l.*; Par Consols, about 10,000*l.*; South Caradon, 9600*l.*, or 75*l.* per share, upon an original outlay of 5*l.*; West Caradon, 5000*l.*; South Wheal Bassett, 7500*l.*; Tresavean, 4500*l.*; Trethellan, 4200*l.*; Brewer, 3000*l.*; Tamar Consols, 4500*l.*; Thorcroft, 3000*l.*—making a total of dividends paid in twelve mines of 121,220*l.*; an average of 18 per cent. on the market value of the mines, and of more than 100 per cent. on the original outlay. Besides the above, dividends have been paid on Wheal Providence, 1200*l.*; Holmbush, 1600*l.* (the regular dividends on this mine amount to 6000*l.* a-year, they have been less this year, owing to the erection of a large steam-engine, which will soon be completed, and dividends resumed); there are large bodies of ore in reserve in this mine, and it is to be hoped more of it will be raised in future, than is sufficient to pay the agents' salaries); Carn Brea, 3000*l.*; East Wheal Crofty, 1600*l.*; East Pool, 510*l.*; and in other mines of minor importance. The dividends in Tresavean were temporarily suspended in September last, the mine having up to that period paid, without intermission, 445,000*l.* profit to the shareholders. Trethellan dividends were also suspended at the same time, after having, without any original outlay by the adventurers, paid 38,400*l.* profit since 1837. The dividends in both mines, we understand, will be resumed in January next.

Of mines, some of good promise, and others coming into a profitable state of working, after having large sums of money expended upon them—those are, of the latter, West Wheal Jewel, leaving a small profit; there has been 50,000*l.* laid out in opening levels, driving cross-cuts, &c., to facilitate future operations in this mine, and as there is said to be a large reserve of ore standing, we hope, after eight years patience, the shareholders will soon reap the benefit of it. Stray Park and Camborne Vean, leaving a profit, outlay 43,000*l.*; two months since a course of ore, worth 70*l.* per fathom, was discovered at the 100 fathom level at Camborne Vean, the ore being in whole ground, from surface downwards. Tincroft Consols, outlay 30,000*l.*, now leaving a profit of 400*l.* a month. Wheal Seaton, outlay 2400*l.*, leaving a profit, but not yet paid a dividend. Callington (formerly Kitmore), outlay 15,000*l.*, now returning sixty tons of lead per month, and paying cost; a copper lode has been discovered in this mine, from which great things are expected. North Wheal Rose, outlay 1000*l.*, three of the East Rose lodes have been cut in this mine, but not yet deep enough; from one lode, however, twelve fathoms only from the surface, thirty tons of lead have been raised. Prohallow Mine, outlay about 4000*l.*; this is a very large one, and will require a large outlay to bring it into a profitable state of working; twenty tons of lead have been raised. New Quay, outlay about 4000*l.*, now paying cost. Bedford United, outlay 20,000*l.*, leaving a profit of 500*l.* a month, and will pay a dividend of 5*s.* per share in February next. Trelawney Silver-Lead Mine, near Liskeard, outlay about 1500*l.*, nearly paying cost, with a prospect of soon paying a dividend. Caradon Consols, near West Caradon, outlay about 4000*l.* Tolcarburry, outlay 12,000*l.*; and Tremar Consols (formerly Wheal Neptune), the ores of this mine are very rich. Of young mines of great promise, as far as they are developed, are the Caradon Mines, Gonamena, Wheal St. Clear, Crelfich Moor, the Caradon United Mines, St. Ann's Consols, &c., in the eastern district; and Wheal Ariland, Wheal Catherine, Penniver, Wheal Hope, and Rose Consols last mines.

The greatest advances in prices of shares have been in East Rose, 1000*l.* to 1400*l.*; North Rose, 20*l.* to 70*l.*; Tamar Consols, 6*l.* to 9*l.* (when at 6*l.* there were only 5000 shares, now there are upwards of 9000); West Caradon, 240*l.* to 600*l.*; Bedford United, 5*l.* to 10*l.*; Trelawney, 20*l.* to 120*l.*; Caradon Mines, 15 to 90*l.*; Gonamena, 15 to 120*l.*; Coliagtan, 15*l.* to 25*l.*; Crelfich Moor, 1*l.* to 10*l.*; East Wheal Crofty, 500*l.* to 900*l.*—a dividend of 25*l.* per share is shortly expected here.

MINING INDUSTRY OF FRANCE.

The *Moniteur* publishes an abstract of the mining industry of France, from which it appears, that in 1842, there were 238 coal mines in process of being worked, and 691 pits; the quantity of coal thence extracted was 33,925,913 metrical quintals. The consumption, including the imports, amounted to 52,034,156 metrical quintals. The quantity of coal supplied by Belgium in 1842 was 9,279,242 metrical quintals. The importation from England, which remained stationary since 1834, whilst the tariff secured to the Belgian article a pre-eminence along the coast, has since then assumed a considerable development. In 1842, English coal only entered for 6 100ths in the total amount of the imports; in 1843, however, it constituted 29 100ths (4,907,302 metrical quintals). The value of the coal extracted from French mines in 1842 is estimated at 53,497,779 f., so that the average price was 23 centimes per metrical quintal. 29,788 each men were employed in these mines—21,836 intensively, and 6742 extensively. The bags in France amount to 2547, of which 660 were not worked; they occupied in 1843, 10,000 persons, and produced 6,565,814 metrical quintals, estimated at 3,329,196 f., or 49c. per metrical quintal. Turf is principally used in sugar refineries, distilleries, dye houses, brick kilns, &c.—The metallic produce of France during the same year was—cast-iron 1,304,552 metrical quintals, bar-iron 2,548,238, copper 1903, silver 1574, lead 9331, antimony 190,765, and manganese 118,150. The total value of the different branches of the mining industry is stated, in 1842, to have been 684,626,764 f.—viz.: coal and turf, 58,823,063 f.; the manufacturing of iron and steel, 149,074,806 f.; other metals, besides iron, mineral Mineral, and salt, 18,171,343 f.; working of quarries, 41,347,3333 f.; value of substances of mineral origin, 356,379,272 f. The mineral industry occupied 313,133 workmen.—The glass manufactories produced in that year 32,711,343 f., and gave employment to 13,797 individuals. The sixty-one salt marshes, the mine of rock salt, the thirteen salt springs, &c., produced in 1842, 4,227,391 metrical quintals of salt, valued at 14,800,434 f., and occupied 10,896 persons.—In 1842, there were in France 464 locomotives belonging to the different railroads, and 719 steam-boats, representing a force of 35,605 horses, which conveyed in that year 910,891 tons of goods, and 2,515,291 passengers.

The Iron Trade.—We are glad to perceive a marked and steady improvement in this branch of trade. We have that the Great North of England Railway Company's contract for 6000 tons of rails was taken by the Bolsingtonmouth Iron Company, of Sunderland, and Messrs. Bolckow and Vaughan, of Middlesboro' Iron Works, at 7*l.* 15*s.* per ton, which is a considerable advance on the late quotations.

Collieries in Yorkshire.—We learn that the Lofthouse and other collieries, near Castle Gomer, have ceased working, and that the coals supply for the county formerly is from the Denton Colliery, worked by an English company, and from Wombwell Colliery, which is in the hands of Irish proprietors. The price has advanced; and our informant tells us, that advance more entirely, and further manufactory workings (as we read in letter), the demand will be beyond the supply. The Denton, it appears, is not worked with vigour; and the Wombwell owns another pit. The coal of the latter is said to be of excellent quality, and the accompanied promises to send us some samples.

Roads in Ireland.—We are given to understand, that a lead mine, not many miles from Wexford, of "unending wealth," has been lately opened by Captain Ingoes; the stones are prodigious, we believe, laid in London, and commenced a high promotion. This step to commence a lodge at the "Dun," to the "rise" to and to have been removed from the quarter. Upon receiving the reports, we shall have pleasure in submitting them to our readers, being, as ever, friends to our Sister Isle.

RAILWAYS IN IRELAND.

Railways in Ireland now attract general attention; and, when we reflect on the change which has taken place in the affairs of men and "money" within the past twelve months, it is a matter of surprise, not so much that the money could be found, as that confidence would be reposed in the successful issue of the several projected measures, and more especially those which pertain to the Sister Isle. But it is gratifying to find, that, with able engineers, with honourable directors, and with active and intelligent officers appointed to survey and examine the several lines which present themselves, a union of interest—that alone which can bind the two countries together—is attained; and that, with English and Irish capital, the object is achieved—benefiting Ireland in a two-fold sense, as yielding not only advantages to its community, but enhancing the value of property; at the same time that the several measures are well calculated to be productive of benefit, in the shape of ample dividends, to those who, as English capitalists, may take an interest in the speculations.

Among the many—for we are happy to use the word "many" may be fairly applied to railway enterprises in the Sister Isle—is one, which we adverted to briefly in our last—that of the proposed line from Armagh to Portrush. The capital, as compared with other lines, is but trifling, being 600,000*l.*, which is divided into 24,000 shares, on which a deposit of 1*l.* 7*s.* 6*d.* per share is required. As we purpose, in an early Number, directing attention to the several lines projected in Ireland, it will suffice on the present occasion that we briefly refer to that immediately under notice, which will extend sixty-three miles, passing through the extensive Tyrone coal-field, containing workable coal of from twenty-two to thirty-two feet in thickness—in which district, it may be observed, are strata of superior fire-clay, said to be equal to that of Stourbridge. The terminus at Portrush is within six miles of the Giants' Causeway.

Having thus briefly adverted to the project, it only remains for us, confining ourselves to this line, to notice the meeting held at Ballymoney during the past week, in advocacy and support of the measure. The meeting was numerously attended, and several influential gentlemen were present, whose names are recorded in the Irish provincial journals. In the course of the proceedings, some pertinent observations were made by Mr. Ogle, Mr. Galt, and others, on the advantages which must accrue from railways to Ireland;—but, as we have before said, as each will form subject for general observation in collecting the one and other, we must needs defer any further comment on the present occasion.

EXPLOSION OF STEAM-BOILERS—THE STEAM WHISTLE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—As I do not consider the assertion of Mr. Liddell, in your last week's Journal, quite conclusive, you will, perhaps, allow me to state my objections thereto, in order to elicit further information on a subject fraught with so much interest to the public. I think the assertion for too absolute, "that hydrogen gas, formed in a steam-boiler, will not explode from the deficiency of atmospheric air, and from the aqueous vapour contained in the boiler rendering the gas impure;" because, in my opinion, it is possible, and particularly in high pressure boilers, that atmospheric air may be injected by the feed pump. The feed in high-pressure engines is generally regulated by a cock, or valve, placed in the suction pipe of the pump; when there is a sufficiency of water in the boiler, this cock is shut off, and a vacuum is thereby formed at every stroke in the pump. If the packing is not very tight, air will enter by the sliding box of the plunger and a portion of each air may be at each stroke forced into the boiler. I have satisfied myself that this does take place, having placed a small valve on the feed pipe, between the pump and the boiler, through which I always found that air was discharged, and on other occasions have placed air vessels along the pipe, in which air has always accumulated. Independent of this source, by which air may be introduced into the boiler, it may be drawn from the hot well, into which the suction pipe of the feed pump is occasionally so placed as to take the water before the air that it may contain has escaped. The question, therefore, is, can a mixture of hydrogen and atmospheric air, in proper proportions, explode, when, at the same time, mixed with aqueous vapour, or, at least, in a chamber in which aqueous vapour is in abundance? That an explosion under such circumstances may be doubted, I readily admit; but, to say positively that it cannot take place under any circumstances, I consider rather hazardous. In presence of the extraordinary explosions that do take place, and for which no reasonable cause can be assigned—it being sometimes pretty accurately ascertained that, at the moment of the explosion, there has been plenty of water in the boiler, and that the steam was not very high.

It is not at all an uncommon feature in these steam boiler explosions, that they take place just at the moment of raising the safety valve, or when the steam cock has just been opened to start the engine; consequently, at the moment when a certain portion of the steam contained in the boiler has been withdrawn, the pressure being thereby, to a certain extent, diminished.

Now, admitting that hydrogen gas and atmospheric air may exist in an explosive proportion in a steam-boiler, could an electric spark be produced by the rush of steam through the steam-pipe or safety valve, and would such spark suffice to ignite the explosive compound? Should this explosive mixture exist in the boiler separate from the aqueous vapour, it would, from its specific lightness, occupy the upper portion of the boiler, and would naturally rush out first. It has been observed, or at least it has been stated, that, on some explosions taking place, a flash of light had been perceived, or would take place by an explosion of gas.

When an engine is at rest, the pressure will increase in the boiler, and the water, under sufficient pressure, although at a high temperature, will not be in a state of ebullition. Is it possible, under such circumstances, supposing the water in the boiler to be lower than the top of the flue, that the boiler should become red hot, or nearly so, above the water line? If so, the pressure in the boiler being diminished by starting the engine, or by raising the safety valve, the water would then boil violently, and would be brought into contact with the heated surface, by which means steam would be generated with great rapidity. I do not myself consider that any portion of a boiler could become sufficiently heated in this way to produce any serious evil, and cannot, therefore, account for the instantaneous increase of pressure that takes place occasionally, unless some other power than that of the aqueous vapour itself has been brought into action.

In writing this letter, I do not wish to take any thing from the merit and utility of the steam whistle, as it may prevent many of those accidents that unfortunately arise from negligence and mismanagement; but there remains some "unknown cause" to be discovered, in reference to those terrific explosions to which steam boilers are subject, before any precautions can be applied, and over which the steam whistle can have no control.

Bryant's park, Dec. 27. H. H. Edwards.

Iron Trade to Wales.—We beg to announce to our readers, the gratifying intelligence that W. Crawshay, Esq., in anticipation of an increased demand for railway iron, has determined on the erection of an extensive steam mill mill, in addition to the already numerous rolling mills on the Cyfarthfa Iron Works, the raising of the foundation of which was commenced on Monday morning. It is to consist of a forging mill of mills, steam, and steam, and other necessary appendages for the completion, if necessary, of upwards of 5000 tons of finished rails per month, and all to be worked by one steam engine of more than ordinary dimensions on the long governor principle. A good number of fresh hands have been employed, and more will be, as Mr. Crawshay is anxious that the whole should be, ready in six months time. This extensive addition to the works is estimated to cost, at least, 25,000*l.*, and will give regular employment, when ready, to about 500 persons. A new harbour is being made, also connecting of two sets of rails, was started at those works for the first time on Friday morning last. It is a strong neat building, and the machinery appears to be of the best description, and reflects great credit on Mr. Wilkins, the engineer at Cyfarthfa, according to whose designs, and under whose superintendence, the whole was erected. This addition will give employment to a great number of fresh hands.—*Swansea Journal.*

Inner Navigation.—We observe that the Commissioners of Police have commenced proceedings, with the view to abating this nuisance. On Thursday last week, the first of the cases entered by them was brought before the Dean of Guild Court, and an endorsement that the parties complained of gave to record the same proceeding, by offering to comply with the provisions of the Act of Parliament, requiring the height of chimneys and the consumption of smoke; in consequence of which indulgence, Mr. Burnett, who attended on behalf of the commissioners, did not press the judgment, but consented to the cases being continued till next court day, to allow time for the offending tradesmen to carry the recommendations, as to repair, into effect. We hope that the good sense of our citizens will prevent the further necessity to legal proceedings. The nuisance, we believe, has been removed of late to a very considerable extent by the introduction of the new consuming apparatus adopted by the steam vessels.—*Glasgow Chron.*

ORIGINAL CORRESPONDENCE.

MINING IN CORNWALL—THE COST-BOOK SYSTEM.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As an adventurer in several mines in this county, I have observed, with some concern, an article in your last Journal, headed "The Cost-Book Mine—Wheal Rose," and signed "A Subscriber," to which are appended your remarks, as follows:—"There can be but one question regarding the transaction, as submitted by our correspondent, and having the facts, as well as his statement, before us, we think," &c. Now, from all you have said on the subject, both in your remarks at the end of your correspondent's letter, and in your leading article, I can only conclude that you have not the facts before you; and, as I happen to know them, I think it right to put you in possession of them. A meeting of the adventurers of one mine, duly convened by the usual notice, takes place. At this meeting a majority of the adventurers of another mine are present, and think proper to make a call for that mine, notwithstanding the irregularity of the proceeding is pointed out by the purser, but who is assured by those present that they will bear him harmless. Now, I ask, if such transactions be permitted, what is to protect the adventurer? I will put a case precisely similar in every point, and not at all an unlikely one. Suppose I hold ten shares in a mine, on which I had paid 10*l.* per share; I meet a friend, who asks me to sell my ten shares—I say, "very well: I have been out 100*l.*, and you shall have them for the same money." This transaction takes place under a full and certain conviction that no further call can have been made, no meeting of the adventurers having been convened, or notice of one given; but, to my utter surprise, six weeks after, I find a demand on me for 10*l.*—the amount of call made on my ten shares at some other mine meeting, and (according to your doctrine) I am to suffer the hasty loss of that sum—whereas, of course, had the proper and due notice been given to the adventurers of a meeting, I should have been aware that a call was to have been made, and regulated my price accordingly.* Your correspondent, after speaking of the purchase of the shares in question, goes on to say—"It, however, appeared subsequently, that a call of 5*l.* per share had been made previously to the purchase of the shares, and which had not been paid at the time of the transfer being registered." Now, Sir, I have my case to judge, whether, by this statement, the public mind is not impressed with the idea that the call was properly and legally made at a meeting of the adventurers, duly and regularly convened for the purpose. If such had been the case, I know the call would have been immediately paid, even if only made one hour before the purchase; but, being otherwise, it is disputed on "principle," as well as to protect the adventurers in future. If, in your opinion, calls are permitted to be made in such a manner, you may with equal propriety argue, that two adventurers, holding thirty-three shares in a mine out of sixty-four, may, at their own table, after dinner, make a call—it would be just as legal. I will only add, that I know the case has been submitted to two experienced solicitors, whose opinions are, "that it is no call at all," and cannot for a moment be sustained. The seller, I know, has agreed to submit the case to one of the oldest and most experienced miners in the county, by whose decision he will abide. Whatever that may be, however, I contend, that if calls can be made in such a manner, an adventurer may be ruined; it is, therefore, highly necessary, that the law should decide the manner in which to make them, if such be not the case already.

Falmouth, Dec. 24. AN ADVENTURER.

* The clauses alluded to in your correspondent's letter were most evidently similar circumstances.

[Some remarks on our correspondent's letter will be found in another column. It is quite clear, from the statement of "An Adventurer," that the loss must be sustained by one or other. He would contend the buyer should pay the back cost, for he "repudiates" the call. Our correspondent of last week considers he purchased the shares under the ordinary circumstances of all costs being paid up to the preceding meeting.]

MINING IN CORNWALL.

SIR,—I got your paper last week, and a nice sort of paper it was, sure enough; but I can't make out why those letters about the clique here, and the clique there, should be put in, because everybody knows how things is done, and tho' I don't mean to say we be better than our neighbours, yet I do certainly think they ain't not half so good as us, bad as we be. "One of the Clique" wrote you a letter. I think I know him; but whether or not, it wasn't at a fathom out of the way of the truth, after all. Then comes one Mr. Argus—he is a nice sort of chap to be sure, who tells us all about proving a mine after the shares have been sold at a premium. To be sure, there was a letter to answer him last week from one of your correspondents, and a sensible letter it was—I don't think that'll be answered in a hurry. I'll just tell ye what 'tis. Them jobbers in London ain't half so right as they should be, and then all the blame falls on us here. I could tell ye a good deal about certain folk, and p'raps I may, but ye must be quiet about it, for I don't like doings of some here down along; and if I don't mistake, you'll see stones getting up a mile or two out of Liskeard. They do say, the Devil is black enough, but some people do paint him blacker, and, as for people about here, I believe 'em however, and not a bit worse than others. I shall let you hear from me again soon, with some more particulars—'cause as it is my next note, I must go look for my PICK AND GAD.

[Our correspondent, we doubt not, is more used to the pick and gad, than pen and paper; and while we insert his lucubrations, which, with all due respect to him, amount to say a nothing, we shall await his promised particulars, for we doubt not he possesses some knowledge of "workings" at variance, as well as underground. We would risk a wager he is not a bad tributer, and hope to find him a good one. Tributer, for we feel assured he would not take a pitch, without he saw something before him.]

TO THE SHAREHOLDERS OF THE CONSOLIDATED TRETOIL MINING COMPANY.

GENTLEMEN,—Having awakened you to the position in which you are placed by the neglect of those in whom you reposed your confidence, I feel that I have done my duty. I have now only to refer you to the enlightened logic of letter, and request the secretary, after having this day attended a meeting of directors, calling a special general meeting of the shareholders for Tuesday, the 11th January, when I shall be present, and ready to render you every assistance in my power, as a shareholder, although no longer a director. I am, Gentlemen, your obedient servant,

H. ROSCORLA.

Mining Record Office, 5, Chester's court, Throgmorton street, Dec. 26.

DEAR SIR,—Having, in a great measure, accomplished the object which induced me to take part in the direction of the affairs of the Consolidated Tretoil Mining Company, but with the disappointment and mismanagement of which I was ignorant at the time of my election, I now beg to acquaint you that I retire from the office of director, and which I deem the more necessary, inasmuch that there are only two qualified directors—neither Mr. Hoppit or Mr. Edwards having paid upon their shares. I thus throw off all responsibility as a director, but shall gladly, as a shareholder, lend my aid to counteract the scoundrel from its present position, and, if practicable, to prove it on a sound footing. I have to beg you will communicate the substance of this to my co-directors at their next meeting. H. ROSCORLA.

To S. Bracton, Esq., Secretary of the Tretoil Mining Company.

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MINE ACCIDENTS.

Bishop Auckland.—We have just heard that the Black Boy Pit, the property of J. Backhouse and Co., fired about one o'clock on Monday last—there having upwards of 100 men and boys down at the time. They were, however, fortunately, all got out alive, but many of them very much burnt. The fire continued until the end of the list.

Dudley.—As eight men were descending to their work in Mr. Mathews's pit, Cradley's Heath, the rope sustaining the skip broke, when they were all precipitated to the bottom, and killed.

Dishonest Accident.—On Wednesday last an accident took place in a coal pit, near the village of Little Hayes, by which two children were killed. It appears that there is a pit from which coals has been obtained in former days, and the mouth has been left supported at intervals by pillars of coke, rubbish, &c. On the above day five children went to the pit, and immediately removed one of the pillars, in order to obtain the coke. One of the children, perceiving the effects of the removal, ran out, and so escaped being buried by the falling mass. The alarm was given, and assistance obtained, and, after several hours digging, the four children were got out; two of them are dead, but a boy and girl will probably recover from the effects of their hurts.—Little Hayes is situated on the road to St. Bride's Bay, about seven miles from the town of Haverfordwest, Pembrokeshire.

Flimby.—A poor boy, eight years old, was sadly mutilated in one of the Flimby Hematite Company's pits at Workington.

Shipley Colliery, near Mansfield.—As four men and four boys were engaged at work in one of the pits, the rattens from another pit (an old one) burst in upon them, and two of the men, besides a rumbler cart, were overwhelmed and sent to the pretty land a million miles from Snuffy.

Ballymacolan Mine.—*R. Kelly* was killed by the fall of a large mass of ground.

Blanchardstown Mine.—*John Dunlop* and his partner were killed by a fall of coal, at a level in Coom-hospital.—*R. David* was killed by an explosion of fire damp at Plymouth Works.

Spring's Colliery, Ayrshire.—*J. Thomson* met with his death while employed near a few days previous some miners found they narrowly escaped the same fate. It is a singular circumstance, that Thomson's son was last his life at the same pit about years ago, when the same man, Hay, also had a narrow escape.

Mossey, Flintshire.—Five men were killed, and two others severely burned, by an explosion of fire damp at Mr. John Burton's colliery.

Hemphill Wingfield Colliery.—*J. Thomson* was killed by a fall of coal.

Greenside Colliery.—A young man named Scott accidentally fell down the pit, and was killed—an inquest was present at the time.

MINING CORRESPONDENCE.

ENGLISH MINES.

EAST WHEAL ROSE MINE.

Dec. 13.—An account held on the mine of profit and loss for Sept. & Oct.:—

Dr.—September and October labour cost	£	2779	1	7	
Merchants' and other bills		1630	11	8	
Lords' dues		874	10	7	£5284 3 10
Cr.—Proceeds of lead ores sold for the two months	£	13457	7	8	
Received from Cargoll adventurers for water charge, &c.		127	13	2	
Three-fourths of Cargoll profit brought to this account		401	16	6	13986 17 4

Showing a profit of 7733*l.* 13*s.* 6*d.*; to which add balance in hand last account, 1692*l.* 6*s.*—making a total of 9425*l.* 19*s.* 6*d.*; from which deduct 7000*l.* for a dividend of 60*l.* per 1-100th share, leaves a balance now in hand of 2425*l.* 19*s.* 6*d.*

HOLMBUSH MINING COMPANY.

Dec. 23.—In consequence of an increase of water from the late rains, we have been obliged to disengage the bottom lift, sinking within the sump winze, to lighten the burthen of the engine, and it is with difficulty that we now keep it out of the 110 fathom level. At this level, driving south towards the lode, the ground is favourable for driving; in the stopes in the back of this level, east and west of Michell's winze, the lode is one foot wide, and worth 18*l.* per fathom; in the stopes west of Lobb's winze the lode is eighteen inches wide, and worth 30*l.* per fathom; the south lode stopes, east and west of Goldsworthy's winze, are at present suspended; in the stopes west of the sump winze the lode is fourteen inches wide, and worth 7*l.* per fathom. In the 100 fathom level, west of Hitchins's shaft, the lode still continues divided—the north part is six inches wide, and worth 8*l.* per fathom—the south part is fifteen inches wide, and worth 25*l.* per fathom; in the eastern stopes in the back of this level the lode is sixteen inches wide, and worth 22*l.* per fathom; in the stopes east of the south cross course the lode is eighteen inches wide, and worth 30*l.* per fathom; in the stopes east of Forest's winze the lode is one foot wide, and worth 6*l.* per fathom; in the stopes west of Hitchins's shaft the lode is two feet wide, and worth 30*l.* per fathom. In the ninety fathom level, west of Hitchins's shaft, the lode is six inches wide, producing stones of ore; in the stopes at Hitchins's shaft the lode is sixteen inches wide, and worth 20*l.* per fm.; in the stopes east and west of Pearce's winze the lode is fourteen inches wide, and worth 15*l.* per fathom; in the winze sinking below this level the lode is at present small and poor. In the winze sinking below the eighty fathom level the lode is ten inches wide, and worth about 5*l.* per fathom; the lode in the rise in the back of this level is disordered by a cross-course. In the sixty two fathom level west the lode is one foot wide, and worth 11*l.* per fathom. T. RICHARDS.

GREAT WHEAL MARTHA CONSOLIDATED MINES.

Dec. 21.—The engine-shaft is sunk 3 fms. 4 ft. 6 in. under the seventy, where the lode is six feet wide, composed of mundic, spar, and copper. In the seventy level west the lode is five feet wide, composed of mundic, copal, spar, and copper. In the sixty fathom level east the lode is fifteen inches wide, composed of spar and mundic. The cross course at the forty is driven 15 fms. 3 ft., and there is now a great quantity of water coming from the end, indicating that we are getting near a lode.—At the new mine, during the last week, the men have been engaged rising and dividing down the shaft, and have driven two feet south towards Serpent's lode. In the ten fathom level east the lode is still four feet wide, composed of spar, mundic, and copper; in the same level going west the lode is still five feet wide, composed of mundic and copper, and is altogether a very kindly lode. In the deep adit we have driven about three fathoms on the new lode we cut last week, and, from its general appearance, we do not think that it is the main lode, but most likely part of it. T. PENALUNA.

NORTH HOLMBUSH MINING COMPANY.

Dec. 23.—The engine shaft is sunk below the adit level 13 fms. 3 ft. 6 in., and the ground still continues favourable for driving. T. RICHARDS.

CONSOLIDATED TRETOIL MINING COMPANY.

Dec. 23.—We have holed the rise in the back of the sixty fathom level, west of Heywood's shaft. The lode in the sixty fathom level, east of ditto, is eighteen inches wide, worth 5*l.* per fathom, price for driving 3*l.* 10*s.* per fathom—tribute, when set, 8*s.* in the 1*l.* The lode in the rise in the back of the fifty fathom level, east of ditto, is fifteen inches wide, worth 4*l.* per fm., price for rising 6*l.* per fathom. We have suspended the fifty fathom level, east of ditto, until a rise be holed for ventilation; the lode in the rise is nine inches wide, worth 3*l.* per fathom, price for rising 2*l.* 15*s.* per fathom. The lode in the forty fathom level, east of ditto, is one foot wide, worth 2*l.* per fathom, price for driving 5*l.* 10*s.* per fathom—tribute, when set, 10*s.* in the 1*l.*; the lode in the rise in the back of the forty fathom level, east of ditto, is fifteen inches wide, worth 3*l.* per fathom, price for rising 3*l.* 5*s.* per fm.

H. WILLIAMS. J. MORCOM.

REDFORD UNITED MINING COMPANY.

Dec. 23.—At Wheal Mosquito, the lode in the fifty-eight fathom level east is two and a half feet wide, producing good saving work; in this level west the lode is two feet wide, and worth 15*l.* per fathom. The lode in the forty-seven fathom level west is two and a half feet wide, worth 11*l.* per fathom; the lode in Wasse's winze, sinking below this level, is about two feet wide, and worth 18*l.* per fathom; and in the western winze two feet wide, and worth 15*l.* per fathom; the lode in the stopes is about two feet wide, and worth 25*l.* per fathom. No lode has been taken down in the thirty five fathom level west since last report. The lode in the deep adit level is two feet wide, composed of spar and mundic, with sorts of copper ore in places. The pitches contract to turn out well.—At Dog Dung, but little has been done as yet in sinking Thomas's engine shaft under the twelve fathom level, the company having been engaged putting in post-brace and doing other preparatory work. The lode in the twelve fathom level east promises a very favourable appearance, being two feet wide, composed of spar, mundic, and ore, casing well, and altogether a very kindly lode indeed. Our last parcel of ore, of 111 tons, sold on Thursday last, fetched 9*l.* 7*s.* per ton, and we shall sample on Friday next 110 tons of good quality.—At Wheal Trevisant, we are still busily engaged about machinery and arrangements for sinking engine-shaft. Altogether, the good prospects of these concerns are not only to be considered as being maintained, but also as steadily improving. J. PHILLIPS.

TREGONDA CURDON MINING COMPANY.

Dec. 21.—The sump winze below the eighty is suspended. Garden's shaft, below the seventy, is sinking to the country. In the seventy, west of Giant Fortune, the lode in these feet wide, very, and has a very promising appearance; in the seventy, east of ditto, the lode is two and a half feet wide, with stones of ore. In the sixty, west of ditto, the men are rising against the winze, lode two feet wide, worth 14*l.* per fathom; in the sixty, east of ditto, the lode is two feet wide, producing stones of ore. The winze below the fifty east is stopped, there being too much water to allow us to sink; in the winze below the fifty west the lode is two feet wide, worth 12*l.* per fathom. In the fifty, west of Symons's, the lode is two feet wide, worth 12*l.* per fathom. In the forty four, west of ditto, the lode is eighteen inches wide, with stones of ore. In the rise above the thirty four, east of ditto, the lode is twenty inches wide, and worth ore. In the winze below the twenty, west of ditto, the lode is large, but too much water to sink, until drained by the rise above the thirty-four. In the adit, west of ditto, the lode is about two feet wide, producing good stones of tin, lead, &c., looking promising. No alteration in any other part of the mine. W. TRUSCOTT.

UNITED HILLS MINING COMPANY.

Dec. 24.—In the eighty fathom level, eastern end, the lode is four feet wide, two feet of which is producing ore; in the western end the lode is three and a half feet wide, producing but little ore. In the seventy fathom level, eastern end, the lode is four feet wide, producing some good ore, with a very promising appearance; no alteration in the western end for the past week; in the stopes the lode is three feet wide, eighteen inches ore of good quality. In the sixty fathom level, eastern end, the lode is two and a half feet wide, eighteen inches good ore; west of Lander's the lode is four feet wide, ore throughout, of low quality; the lode in the winze is four and a half feet wide, three feet ore of good quality. In the fifty fathom level there is no alteration. In the thirty fathom level the lode is three feet wide, producing some good stones of ore, but much encumbered with mundic and jack. In the ten fathom level the lode is two feet wide, producing but a small quantity of ore.—At Wheal Spencer, in the fifty fathom level, eastern end, the lode is three and a half feet wide, producing but little ore, and, from the present indications, we expect an improvement to take and soon; in the western end the lode is three and a half feet wide, producing ore of a low quality. In the forty fathom level, eastern end, the lode is eighteen inches wide, nine inches ore of this quality; in the western end the lode is three feet wide, and producing good ore, with a promising appearance. In the thirty fathom level end no lode has been taken down last reported. In the ten fathom level (Rainey's) the lode is eighteen inches wide, eight inches ore of fair quality.

N. LANYON. T. TREGEDEN.

CONSOLIDATED DARRAN MINES.

Dec. 22.—We have sunk Murray's engine-shaft about 7 fms. 4 ft. below the seventy eight fathom level; Clementine lode there to south to consist, composed of soft spar and fluctus, and considerably stones of lead. The seventy-eight fathom crosscourt, and driving on the lode, are just previously the same to reported in our last week; and the prospects east, in the cultivate of the seventy fathom level, and the different portions of tributers working on the north lode, continue to look well.—At Tregonhawke, we have sunk about twelve feet below the eighteen fathom level, and find the lode large and promising, yielding some kindly work to lead. The eighteen fathom level going west is poorer in small and superficialness; the two pitches working there have fine prospects. We sampled, on Saturday last, a quantity of tons of ores above dead ores. R. ROWE.

CALLINGTON MINING COMPANY.

Dec. 23.—Johnson's engine-shaft is sunk six fathoms below the ninety fathom level; at this level, driving north, the lode is worth 6*l.* per fathom. In the eighty fathom level north the lode is worth 7*l.* per fathom; in the south end it is worth 4*l.* per fathom. Johnson's lode, to the fifty fathom level east, is two feet big, intermixed with copper ores. Other parts of the mine continue much the same as last reported.—At the north mine, in the eighty fathom level, driving south, the lode is worth 4*l.* per fathom. In the rise in the back of the seventy fathom level the lode is worth 6*l.* per fathom; Kelly Bray lode, at this level, continues much the same. The sixty, fifty, and forty fathom levels are driving through tributo ground. J. T. PHILLIPS.

HANSON MINING COMPANY.

Dec. 23.—Since my last report our engineers have sunk six fathoms in the engine-shaft below the forty-four fathom level, ground favourable. In the forty-four east the lode is still in two branches; the lode in the forty-four west is three feet wide, with some ore, and very kindly. The lode in the thirty-one east is eighteen inches wide, producing good stones of ore from the bottom of the level, and two feet high in the end very promising; the west end same level is unproductive. We are cutting down Blainsby's shaft from the surface to adit, to make it an engine-shaft; we shall be able to find a quarry for stone very handy for carriage. Z. WILLIAMS.

TAMAR SILVER-LEAD MINING COMPANY.

Dec. 23.—In the 126 fathom level the lode is eighteen inches wide, composed of stone, spar, ore, and ore. In the 113 fathom level the lode is two and a half feet wide, interspersed with silver-lead ores. In the 103 fathom level the lode is one foot wide, chiefly composed of copal and ore, very rich work. In the ninety-five fathom level the lode is two feet wide, one foot of which is good saving work. In the eighty-five fathom level the lode is six inches wide, chiefly composed of ore, with a small quantity of ore. In the seventy-five fathom level the lode is eighteen inches wide, composed of copal and ore, but not rich. In the sixty-five fathom level the lode is fifteen inches wide, at present poor. In the fifty-five fathom level the lode is two feet wide, good saving work. In the forty five fathom level the lode is nine inches wide, composed of killas, interspersed with ore. In the thirty-five fathom level the lode is three feet wide, coarse in quality. Our tribute pitches continue to look well. We hope to sample on Thursday, the 3d of January, about 105 or 110 tons of rich silver-lead ores. North Tamar, the lode in the engine-shaft is four feet wide, chiefly composed of copal, with small strings of ore. In the fifty fathom level the lode is six inches wide, at present poor. At the forty we have holed the rise to the thirty fathom level. In the thirty end the lode is eighteen inches wide, composed of mundic and copal, with some good stones of ore. At Wheal Hancock, we have got through the hard floor of ground in the engine-shaft, and at present it appears more favourable for sinking; in cross-cutting, we have driven fourteen fathoms, and the ground is just the same for driving as it has been from the commencement.

J. SPRAGUE.

LEWIS MINING COMPANY.

Dec. 24.—Wheal Nut engine, which was set to work on the 13th instant, continues to work well; the water is in fork to the ten fathom level, where we find plenty of old stuff, but we can find no whole ground—that is, all the lode as far has been worked away; we suppose it must have been good, or it would be left. We have commenced clearing the stuff, and shall proceed with it with all possible expedition. We have discovered part of a wood lift of pumps (a fine specimen for an antiquarian), which appears to have been fixed with a design to sink deeper; we hope to say more about this part of the mine in a little time. We expect to cut the lode in a short time at the thirty-two fathom level, at Lewis engine-shaft. The twenty ends, east and west, are still promising, with some good quality ore in the lode at Treven. We have a very kindly lode where we are driving east, from a shaft recently sunk from surface, on the adit. Our prospects in these mines are very encouraging.

S. S. NOALL.

WEST WHEAL JEWEL MINING ASSOCIATION.

Dec. 23.—The 100 fathom level, east on Wheal Jewel lode, is two feet wide, and worth 6*l.* per fathom; the 100, west on ditto, is one foot wide, containing stones of ore. In the eighty five, east on ditto, the lode is worth 12*l.* per fathom; in the winze sinking below this level the lode is worth 15*l.* per fm.; in the eighty-five, west on ditto, the lode is looking a little more promising for ore. In the winze sinking below the seventy, west on ditto, the lode is worth 15*l.* per fathom; in the winze sinking below the same level, east of little cross course, the lode is worth 12*l.* per fathom. The eighty-five, east on the new lode, is nine inches wide, promising. The ground in the eighty-five cross-cut south is favourable for driving. The fifty-seven cross-cut south, to intersect Buckingham's lode, east side of cross-course, is favourable for driving. The thirty, east on Mousemill's lode, is two and a half feet wide, composed of spar, peach, mundic, and spots of ore. The lode in Wilkinson's shaft, sinking below the fifteen fathom level, is three feet wide, without alteration; the lode in the fifteen east is eighteen inches wide, unproductive.

S. LEAN. R. JOHNS.

TINCROFT MINING COMPANY.

Dec. 23.—I beg to hand you my report of these mines. The lode in the new engine shaft, sinking below the eighty fathom level, is three feet wide, yielding some ore, and kindly. The lode in the eighty east is two and a half feet wide, worth 13*l.* per fathom, driving at 4*l.* 10*s.* per fathom; the eighty west is still in the cross courses, which is hard and troublesome. The lode in the seventy east is two feet wide, producing tin and ore, very promising for the latter. The lode in the sixty east is two feet wide, worth 13*l.* per fathom. We have commenced sinking a winze in the bottom of the seventy, to the west of the shaft, where the lode is two feet wide, worth 13*l.* per fathom. The pitches in the back of this level, working at low tribute, are looking well. The sixty and seventy ends west are in a good channel of ground at present. The fifty east is suspended, till Willoughby's (which is now six fathoms below the forty) be communicated with it. We are driving a cross-cut north from the fifty west, to cut the north part of the lode.—The forty, west of North Tincroft shaft, has improved since my last; it is worth 6*l.* per fm., and likely to be better ones. At Palmer's, our prospects are very encouraging. The south mine is without alteration. W. PAUL.

CUCK'S KITCHEN MINE.

Dec. 21.—In another month we hope to sink the Flat-rod shaft to the seventy fathom level, the ground continues favourable; we expect, also, in that time to cut the south part of North Tincroft lode, from which we are distant now about three fathoms. The water is no quest in the bottom of the sixty fathom level, on North Tincroft lode, that we shall be obliged to suspend the pitch working there until the lode is cut at the seventy from Flatrod shaft. Bailey's lode, in the 120 east, is two feet wide, worth 9*l.* per fm. The tributers in the bottom of the 111, about seven fathoms further east, have a good lode, and therefore we anticipate an improvement at this level. We have not taken down the middle engine lode in the seventy two fathom level, west of the cross cut, since last week. Chapple's lode, in the 120 fathom level, we are carrying four feet wide, but have no north wall; it is worth 6*l.* per fathom for tin. The ground is somewhat fairer in the stones cut driving north at the ninety two; we have commenced driving from new cross-cut shaft to meet it. Hankin's lode, in the 120 west, is four feet wide, worth 6*l.* per fathom for tin. In the 100 west the lode is three feet wide, worth 6*l.* per fathom; we are expecting daily to hole to the winze sunk from the 140, when this ground will be set on tribute. The ground is still fair in the stones cut driving south from Rogers's shaft at the twenty nine; and we expect to cut the new south lode in about six fathoms driving. In the shaft sinking to the counter the lode is eight feet wide, worth 6*l.* per fathom, with every prospect of the improvement. The Druid shaft is now down ten fathoms, and the ground is very favourable. Our tin pitches continue to look very well, and we raised last month 11,400 cwts., which will produce 124 tons of black tin; but see our pitches, in the old mine, are rather unproductive. A. BUDDY.

MOCHRAS WHALES OR ANCIENS.—A traveller in Algiers makes an important report of the mineralogical wealth of the ore coast lands in the province of Oran. On the slope of one of the mountains which form the southern barrier of this portion of the state, he has seen, unaffected specimens of alabaster, of a whiteness and beauty equalling those of the Pyrenean district of Bellora. Not far distant are rich mines of mineral salt. On the side of Quilliquelle and Trara are deposits of carbonate iron and oxidated copper—while long veins of carbonate of iron and of lead show themselves in the flanks of the rocks, and appear even above the soil. Finally, the specimens in question followed, for a space of three leagues, a vein of galena (the sulphuret of an ochrous and crystalline appearance, accompanied by carbonate of lime.

HOSPITAL DISCOVERED BED OF DIAMONDS OR MINERAL.—Lieutenant Fay in the report of an expert geologist, Tim Cornish, Chemist to Lake Superior to the great Western mountain range in the United States, by the direction of Acapulco, to the south west of the city of Mexico). Mr. Cornish had completed that diamonds and platina mixed and buried in the south west, in the gold country of Sonora. It is also said, that an immense tract of auriferous sterling sand in Upper California, as also in New Mexico. They are principally in the possession of wild tribes, a circumstance which will secure the interests of North Americans, and hasten the taking possession of them by strangers.—*Pappendorff's Annals.*

RICH COPPER MINE.—From Scotchlaw we hear of the discovery, in the parishes of Schoolgill, about to Torrent Lay; work, the most northern province of Cumbria Lagnant, of a rich mine of copper, whose mine can safely to the surface, extending over a space of about 12,000 square fathoms. In the neighbourhood are vast beds of lead, which would furnish, cheaply and abundantly, the fuel necessary in the Lagno for the working of the metal.—*Athenæum.*

PUBLIC COMPANIES.

MEETINGS.

Monday.—Great Southern Railway Company, at Dub.
Tuesday.—Chester and Holyhead Railway, at Chester.
Wednesday.—Eagle Insurance Company, at Ver.
Thursday.—London and Croydon Railway Company, at One—Mining Company of Ireland, at Twelve.
Friday.—London Joint Company, at One.
Saturday.—Imperial Life Insurance, at Twelve.

DIVIDENDS.

Northern and Eastern Rlwy. 5l.—Sheffield and Manchester 1000. shares, 1l.

DIVIDENDS.

Kennet and Avon Canal Co...2s. 6d. per share—National Bank of Ireland.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Institution	Westminster Palace	Tuesday	8 P.M.
Botanical	In, Gardens of, Cinnamon	Wednesday	0 P.M.
Westminster Medical	61, Berkeley street	Saturday	0 P.M.
Horticultural	Crystal Palace, Sydenham	Saturday	0 P.M.

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols Money, —
Consols Account, 1874 ½
½ per Cents., 1903 ½
Reduced 3 per Cents., 1903 ½
Long Annuities, till Civil ½
Bank Stock, 0-16, 100
Exchequer Bills, 65 dis. par.
Belgian Bonds, 4 per Ct., 101 ½
Dutch, 2½ per Cent., 63 ½

British, 3½ per Cent., 0[illegible] ½
Spain, 3 per Cent., 21 ½
Portuguese, Chart., 4 per Cent., 30½ ½
Russian, 5 per Cent., 1104 1105
Spanish, Account, 3 per Cent., 20½ ½
Ditto, 3 per Cent., 20½ ½
Chili, 6 per Cent., 100 ½
Colombian, 6 per Cent., 16½ ½
Mexican, 3 per Cent., 20½ ½

BANK OF ENGLAND.—An account, pursuant to the Act 7 and 8 Vic., cap. 32, of the week ending on Saturday, Dec. 21, 1850 :—

ISSUE DEPARTMENT.

Notes issued	£30,100,700
Government debt	£11,015,100
Other securities	3,984,900
Gold coin and bullion	15,100,100
Silver bullion	1,100,611 — £30,100,700
BANKING DEPARTMENT.	
Proprietors' capital	£14,553,000
Rest	3,110,310
Public deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	7,871,100
Other deposits	8,110,700
Seven days and other bills	207,500
	£33,852,610
Government securities (including dead weight annuity	£11,110,810
Other securities	10,750,777
Notes	8,000,000
Gold and silver coin	1,011,011 — £33,852,610

Dated Dec. 26. W. MARSHALL, Chief Cashier.

The premium on gold at Paris is 11 per mille, which, at the English Mint price of 3l. 17s. 10½d. per ounce for standard gold, gives an exchange of 12 4; and the exchange at Paris on London at short being 12 5, it follows that gold is 1 11 dearer in London than in Paris.

By another rule, therefore, the price of gold is 4½d per ounce, which, at the English Mint price of 3l. 17s. 10½d. per ounce for standard gold, gives an exchange of 12 4; and the exchange at Hamburgh on London at short being 13 10, it follows that gold is 2 11 cheaper in London than in Hamburgh.

The course of exchange at New York on London is 110¼ per cent., and the par of exchange between England and America being 109 10 8 per cent., it follows that the exchange is 1 10 per cent. in favour of England; but the usual rate on all New York bills for time at sixty days' sight, the interest must be added to the above difference.

[From our own correspondent.]

LEEDS, Tuesday.—For the old staple we have had an active market during the week, prices having improved and strengthened fully as much as we have anticipated in our weekly articles for the last two or three months; trade also, generally speaking, is good for the time of the year, and much better than railways have usually been in this country, as is evidenced by the enormous increase in traffic and consequent revenue which, during the next eight or ten months, will be realised and secured to the shareholders, in the shape of dividends, such as eighteen or even twelve months ago, few dared to anticipate, but which, as we have always maintained, must successfully follow the full development of the resources of the country, by an adequate and remunerative employment of the capital and industry.—Wellington, at 110l. per cent., paid although to 1000. per share before the first month or two of 1851 have passed—the 5l. shares steady at 12l. pm. Great North of England have also been quoted 12l. to 13l. per share; and the 50l., on which we called at twelve at 5l. premium, again at 10. pm. and again at 15l. pm., have been done at 20 pm., and even now are as a price to hold on to. Manchester and Leeds are closing at 120l., and the same remark applies to 60l. and Selby at 75l. We should not be surprised to see both these stocks at 5l. to 6l. higher in the course of the day, or a fortnight. Tadcaster and Dewsbury are both done freely, and some inclined for a shade—the former at 60l. and the latter at 15l. Hawes are very much in demand at 40l., and the division of a reserved portion of the shares in the French Bretagne Line, which is understood to take place amongst the holders of this stock, we imagine will stop for the present. Railway Committee are sitting at this our chief, and, but for their unlimited encouragement, would long before now have taken a higher stand. Under present circumstances, whether it be through the instrumentality of the proposals or other causes, it is one of the most incomprehensible circles to the majority of talent. It is not the most likely of all. Brighton do not look quite so well as they did a week ago at 9 3/8. In our local stocks we have no great change to report, except that Aire and Calder are 90 pm., with sure more to be had; West Riding 5l. 5s. pm.; West Riding Junction 5l. pm.; Pontefract 15 pm.; Wakefield 11 pm. The quotations are:—

Barnsley	25½ pm.
Bolton Leeds	—
Carnforth	—
Chester North of England	20 p. ch.
Leeds & West Riding Junction	110 pm.
Lancaster Bank	20 p. ch.
Leeds & Bradford (with new)	10 pm.
Leeds and Bradford, new	—
Ditto ditto quarter	—
Liverpool	11½ p. ch.
Ditto, No. 2	200
Ditto, 25l per share	25 pm.
Manchester and Leeds	120½
West Yorks	25

D. S. WADDOW and Co.

HULL, Tuesday.—Our market, during the past week, has been very somewhat, and a fair amount of stock has changed hands, at prices ranging within the rates of the previous week. Birmingham stock and Midlands, the Leeds, London and York, Hawes, and Chesters, have been chiefly dealt in. Hull and Selby stock is not quite so high as it was then, but it seems to rest with at present prices. The latest quotations are:—Birmingham and Gloucester 1st to 2nd, Shrewsbury and Hereford 12½ to 13½; Great Junction 10½ to 11½; Great North of England 12½ to 13½; Great Western 10½ to 11½; Hull and Selby 80 to 82; Leeds & Bradford 10½ to 11½; Liverpool & Manchester 21 to 22; London and Birmingham 10½ to 11½; Manchester & Birmingham 11½ to 12½; Midland and Leeds 11½ to 12½; North Midland 7½ to 7¾; Portland and Rugeley 10½ to 11½; Scarborough and Caistor 10½ to 11½; York and North Midland 10½ to 11½; Hull and York Midland 10½ to 11½; Hull and Selby 10½ to 11½; West Yorkshire 10½ to 11½.

CURRENT PRICES AT LIVERPOOL.—Thursday's Quotations.

Stock.	Closing pr.	Sales.
Aberdeen	£[illegible]	—
Bristol & Exeter	70	—
Bristol & Gloucester	70	—
Birmingham & Gloucester	70	—
Birmingham & Oxford	70	—
Caledonian	70	—
Chester & Holyhead	70	—
Chester & Wrexham	70	—
Dublin & Drogheda	70	—
Dublin & Kingstown	70	—
Dundee & Arbroath	70	—
Durham & Sunderland	70	—
Eastern Counties	70	—
Edinburgh & Glasgow	70	—
Edinburgh & Northern	70	—
Glasgow & Ayr	70	—
Glasgow & South Western	70	—
Great Northern	70	—
Great Southern & Western	70	—
Great Western	70	—
Hull & Selby	70	—
Lancaster & Carlisle	70	—
Lancaster & Preston	70	—
Leeds & Bradford	70	—
Leeds & Thirsk	70	—
Leeds & York	70	—
Lancaster & Yorkshire	70	—
London & Birmingham	70	—
London & Blackwall	70	—
London & Brighton	70	—
London & Croydon	70	—
London & Greenwich	70	—
London & North Western	70	—
London & South Western	70	—
Manchester & Leeds	70	—
Manchester & Sheffield	70	—
Midland	70	—
Newcastle & Berwick	70	—
North British	70	—
North Eastern	70	—
North Staffordshire	70	—
Scottish Central	70	—
Scottish Midland Junction	70	—
Shrewsbury & Chester	70	—
South Devon	70	—
South Eastern	70	—
South Wales	70	—
Stockton & Darlington	70	—
Stockton & Hartlepool	70	—
Taff Vale	70	—
Ulster	70	—
Vale of Neath	70	—
Warrington & Newton	70	—
Warrington & Stockport	70	—
West Cornwall	70	—
West Midland	70	—
Whitehaven Junction	70	—
Wilts & Berks	70	—
Wilts, Somerset & Weymouth	70	—
Wolverhampton & Dudley	70	—
Wolverhampton & Walsall	70	—
Worcester & Hereford	70	—
York & North Midland	70	—
York, Newcastle & Berwick	70	—
York & Scarborough	70	—
York & Carlisle	70	—
York & Lancaster	70	—
York & Midland	70	—
York & North Midland	70	—
York & Selby	70	—
York & Thirsk	70	—
York & Yorkshire	70	—
York & Yorkshire	70	—
York & Yorkshire